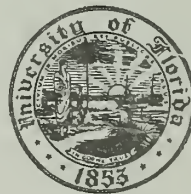


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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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NAVPERS-O

JANUARY 1952





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1952

Navpers-0

NUMBER 419

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• FRONT COVER: When the Fleet comes home the first port of call is the nearest phone booth. Happily conversing is William J. Larkins, PH3, USN, who perhaps is talking with the folks in Burbank, Calif.—Photo for *All Hands* by Denzil O. Evans.

• AT LEFT: In order to impress the importance of making third class petty officer on 94 new PO3s, the ship's company of USS *Rendova* (CVE 114) assembled on the flight deck to witness the awarding of petty officer certificates.

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated.



THE DAY of plastics in the Navy is on its way, according to enthusiastic scientists and experimenters in the field. This does not mean the replacement of the "steel ships and steel men" of our era, but plastics are playing an increasingly large role as Navy materiel.

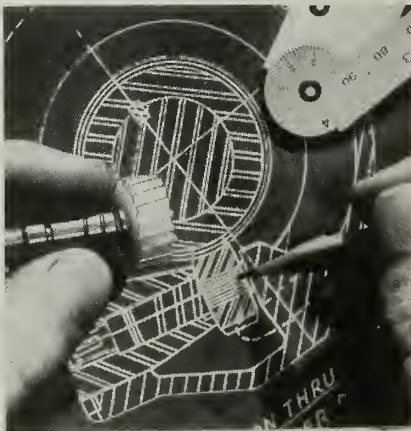
Naval architects, engineers and scientists have been for several years at work in research and experimental laboratories developing new and better materials for building and maintaining the world's largest and most modern Navy.

Thousands of new applications of plastics are now in everyday Navy use. In a single battleship, for example, there are more than 1,000 different uses of plastics.

Experience in World War II with plastic materials provided great impetus for the present-day improvements in production and quality. During the war, plastics were used as a substitute for many critical metals. Today, they exceed most of the nonferrous metals in production and use, including aluminum—except

in the construction of airplanes. It is estimated the value of finished plastic products for the year 1951, for both civilian and military uses, reached half a billion dollars, for a total of more than 750,000 tons.

There are many kinds of plastics. Each has its own identity depending



FROM GEARS to cosmic ray balloons—that's the story of plastics and their many, varied uses in the Navy.

upon its chemical composition and combinations of raw materials. The plastics industry, apart from its parent chemical industry, is now one of the few billion-dollar industries in the United States.

Back in 1922, the production of plastic raw materials was a meager 5,500,000 pounds. By 1941, this figure increased to 428,325,692 pounds. Today's industry is a far cry from 83 years ago when the Civil War had just ended and a 29-year old printer in Albany, N. Y., developed the first plastic—celluloid.

Seeking a substitute for ivory used in billiard balls, John Wesley Hyatt, in 1868, experimented with an impregnation of cotton fabric with collodion. He was unable to produce a commercial plastic until he introduced camphor as a plasticizer.

This experiment resulted in celluloid, a product soon to find its way into men's collars, cuffs and shirt fronts. Notably this discovery led to transparent celluloid, lightweight sheets, which established the first roll film for small cameras. In 1892, continuous lengths of this transparent plastic sheeting were developed and made possible today's motion picture industry.

The Navy's laboratory tests and experimental work with plastics expanded as the new industry grew. World War I use of plastics was limited, being utilized, for example, in electrical insulation and radio equipment. But by World War II use of plastics solved many shortages and really proved the practicability of these synthetic materials. Of course, in some applications of these synthetics they were complete or partial failures. The tremendous demands of war had brought a deluge of substandard and misapplied commercial substitutes.

Plastic materials today play a tremendous role in the Navy as electrical insulating materials. Without insulating materials, no electric or electronic equipment will operate. Such equipment is the hub of fleet operation in the power, lighting, communication and electric fields.

Millions of dollars worth of electrical insulating materials are used each year by the military services. The Navy's laboratory and research

ses Plastics

projects have played a major role in the development of new plastic insulating materials—silicon varnishes, new laminated plastics, new molded insulations using asbestos and glass, motor and generator insulations, flexible plastic insulations and the like.

Today, one of the most important man-made materials, plastics are being used for everyday needs as well as in top-secret productions, such as the atomic bomb, the proximity fuse and high velocity missiles.

Plastics went to war in functional parts of shells, bombs, and rockets, as well as in radar equipment, assault boats, life-rafts, hand grenades, helmet liners, goggles, medical kits, small arms, binoculars, gears, and electrical equipment, to mention but a few of the applications.

What are the main advantages of plastics for Navy use?

- First, it is an ideal material because of its lightness and machinability and is not subject to corrosion.

- Natural products such as shellac, rubber and wood, lack the uniformity of plastics and cannot be controlled, while plastics can be extruded and molded with dies and need not be painted to preserve them as required for natural materials.

- When critical shortages could spell serious consequences in the national defense effort, plastics are proving themselves as synthetic materials. Not only do they save more critical materials, but they also help step up production because they require less time for die and tooling work.

There are certain disadvantages also. Some plastics as raw materials, are more expensive than metals. Because of high-speed production methods this high raw material cost is often offset, and the resultant product may be cheaper than the same item made of older and more common materials. Another difficulty is that some widely used plastics are low in tensile strength. Others reinforced with glass fibers have tensile strength equal to the best steel. Acrylic plastics are, for example, "soft" and lack heat resistance in applications where temperature exceeds 200° F. Thermosetting-reinforced plastic cannot be remelted.

The armed services have developed hundreds of applications for plastics and are ordering many types of new equipment where the use of plastic products were never dreamed of a few years ago. The Navy's developments alone include numerous applications where critical and more expensive metals were used before.

The Bureau of Yards and Docks was one of the first to use plastics in a program of conservation of critical materials by utilizing this material for machine parts and gears, floorwalks, prefabricated building materials, drydock parts, and a host of others.

One of the most successful plastic projects undertaken by BuDocks is its application to corrosion-resistant linings, paints, and protective coatings for concrete and steel fuel-oil storage tanks. Another outstanding application is its use as shatterproof windows to replace ordinary glass in Arctic-type Quonset huts. Portable barracks built of resin-bonded plywood will soon be a reality.

The Navy also is experimenting in

plastic construction for mass production of its small boats. The Bureau of Ships began experiments in 1946 with 28-foot personnel boats, the first one "stealing the show" at the National Motor Boat Show in New York City in 1948. In 1949 five experimental 3-foot plastic LCVPs were built. As a result, the Puget Sound Naval Shipyard entered into a program to produce plastic LCVPs possessing many new features. After exhaustive testing, plastic boat hulls proved superior to plywood boats of similar design.

The new type boats eliminate practically all hull maintenance cost. There are no seams to caulk, no fastenings to loosen and the hull cannot be affected by adverse weather. Desired colors are pigmented into the resins during the molding operation, eliminating the use of paint.

Plastic wherries have been produced for several years at Puget Sound Naval Shipyard. These 12-foot boats are replacing the present wooden craft carried aboard such



STRIPPABLE FILM—another plastic—is sprayed over the gun mount of a ship being mothballed. This method was widely used and saved millions of dollars.



GUN TURRETS made of plexiglas gleam in the light of an aircraft assembly plant. The turrets will go on the PBM Mariner seen in the background.

naval vessels as AMs, LSMs, LCIs and LCTs. Fully outfitted, the new 12-foot wherry boats weigh less than 200 pounds in comparison to 392 pounds for the wooden boats.

At Norfolk Naval Shipyard, their 26-foot plastic motor whaleboats are being tested. Reports from this project say, "The future of plastic in 26-footers and in even larger types of

Fleet boats looks very promising.

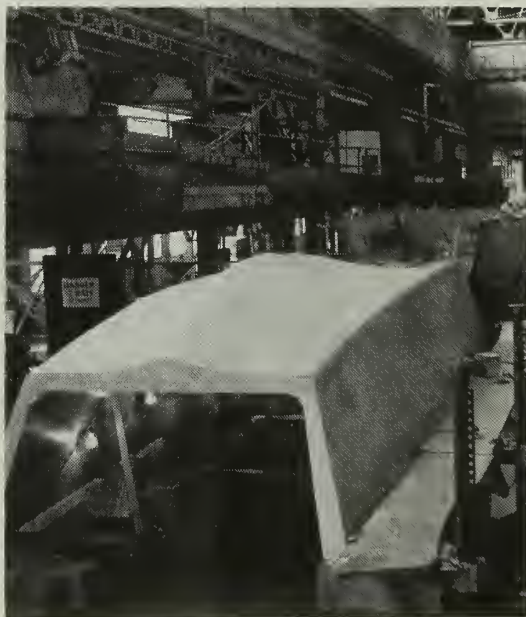
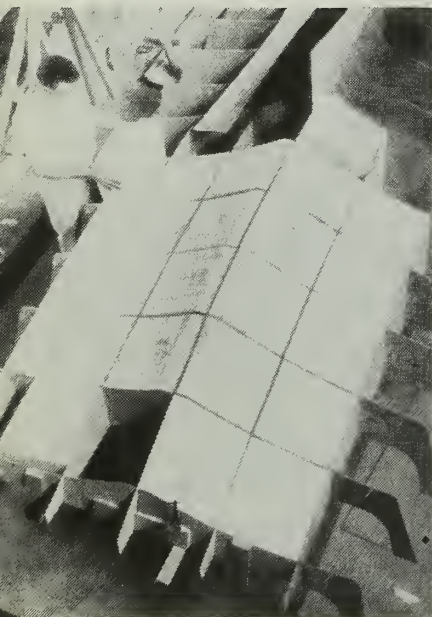
Another important recent development by BuShips is the use of a new expanded thermoplastic in making life rafts, life rings, buoys, and other flotation equipment. This plastic material is honeycombed with millions of tiny non-connecting cells which make it extremely light. It is strong, fire resistant and not af-

fectured by sun or salt water. Life rafts made of this material will stay afloat indefinitely without moisture absorption. Although patterned after the present type life rafts, the plastic-type rafts are not canvas-wrapped and do not require painting. Fully equipped, it is much lighter than the balsa wood and canvas type floats now used.

Plastic pipes may become standard in Navy vessels. A BuShips experimental installation of 90 feet of fibrous glass reinforced-synthetic resin plastic pipe in continuous operation on board USS *Robert F. Keller* (DE 419) since May 1951, proved its advantages in saving critical nickel and copper alloys and two-thirds the weight at half the cost. Plastic pipes proved to be superior in resistance to corrosion and erosion. Their use also conserves critical asbestos normally used to cover metal pipe. In addition to this development, BuShips is applying plastics material to numerous other projects.

The most widely publicized of the Navy's uses of plastics is in the preservation of our fleet of mothballed ships. Another highly successful application of the mothball idea is the great number of Navy planes of most every type, which were placed in storage at Litchfield Park, Ariz. In these operations plastics are saving

Making a 36-ft. LCVP Out of Plastic Is a Tricky Job



CUTTING styrofoam blocks to shape, a worker uses plywood skeleton for a pattern. Center; Hull as it ap-

pears after it is removed from molds as a finished 'sandwich.' Right: The boat is put on a cradle for fitting-out.

huge sums of money and have enabled the nation to maintain a readiness for national emergency never before attained. The shipments of newly manufactured planes to far-off destinations are protected by a covering of plasticized material. As a vessel and aircraft preservative, the plastic is applied by spray-gun in thin films on a cloth-like material, which provides a weather-proofed covering.

At a cost of less than 10 per cent of the original construction, guns, machinery, precision instruments and vital equipment, protected in post-war years, are now unzipped for almost immediate recommissioning and combat duty.

One plastic material used as a preservative since World War II is ethyl cellulose. As a dip-coat compound it protected vital metal parts of guns and machinery in storage and shipment. This plastic is used for rocket inhibitor strips, to maintain uniform burning rates. The rockets using these inhibitor strips are the high-velocity-type missiles launched from airplanes and rocket ships. The rockets are about the equivalent of a 5-inch shell and bear such names as *Old Faithful*, *Holy Moses* and *Tiny Tim*. A new and bigger rocket, the *Tarzan*, is reported to be equipped with a proximity fuse, in



SMALL BOATS like this plastic wherry are the craft of the future. This 12-foot boat came out of its mold complete except for the seats and oarlocks.

which plastics play an important part.

Nylon, trade name of another plastic (a superpolymer), is a favored material for the armed forces. Its applications are numerous. Among the most recent developments is a laminated nylon helmet. Tests report it has greater resistance to missiles than the present steel helmet. The plastic portion is worn beneath an aluminum shell, and the helmet can be used as a water container.

The new helmet is different in design from the present helmet. The

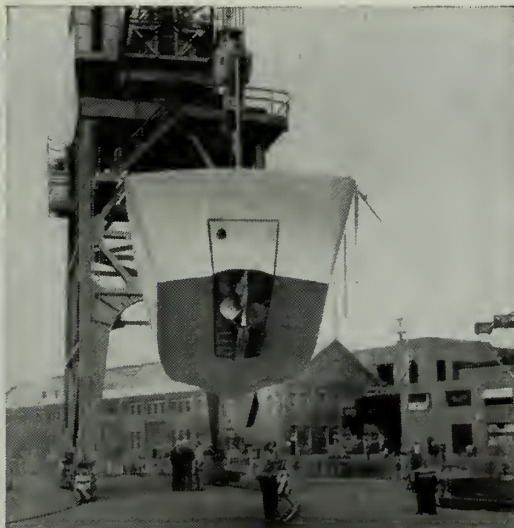
edge over the eyes has been raised to permit use of sighting and optical instruments. The sides are flared outward so that headphones may be worn without removing the helmet. The new design also affords better protection for the face and neck.

Medical corpsmen in Korea are being issued a new type field dress—lightweight plastic armored clothing—to minimize battlefield casualties without seriously interfering with their efficiency in evacuating wounded from the battlefields.

Developed by the Army Quarter-

Simply described, building a plastic LCVP is something like making a three-sided sandwich. Two metal molds, one of which shapes the exterior surface, the other the interior, hold the developing sandwich together. A layer of glass cloth is firmly fixed against the

inside of each of these "slices." Then styrofoam blocks, cut to the exact depth of bottom or side, are fitted in. Finally, resin is forced between the slices and dries, fusing the blocks and glass cloth into a solid surface. The slices are then removed.



COMPLETED boat, with its engine and propeller unit installed, is taken to the water on a giant crane at

Puget Sound Naval Shipyard (above). Right: Underway, the lightweight plastic craft proves its seaworthiness.



IT'S PLASTICS now for many instruments on board ship—devices like the plotting table (left) and gauges (right).

master Corps after several years' research, this armored clothing is made of heavy-cotton cloth. The front and back of the "Doron" jacket is covered with pockets. Into the pockets are inserted flat rigid panels made of several laminated layers of glass fiber and plastic. The panels of plastic are capable of stopping a .45-caliber bullet at pointblank range.

A lighter-weight jacket for combat infantrymen is made of several layers of nylon fabric pressed together. Tests have shown that the lighter, more flexible jackets have protective properties similar to the Doron jacket. Studies by the Army Medical Service have shown that the majority of wounds are caused by shell fragments and small-arms fire which have

lost most of their velocity. The lightweight armor would afford but little protection against high-velocity missiles such as rifle or machine gun fire at pointblank range.

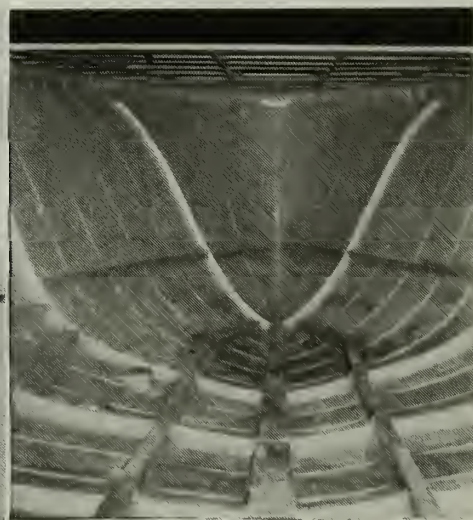
Laminated nylon is the material used for an experimental "flexible armor" airplane seat. It would fit around the pilot, protecting him from ground fire. Pilots, sitting on their parachutes, are the proverbial "sitting ducks" for ground fire. With the new seat, they could wear the 'chutes on their backs, and the 'chutes would be protected against damage from ground fire.

Navy electrical panel board installations on board ships are using melamine-glass and silicon-glass plastic "laminates" as a result of research and tests since V-J Day.

The material is more economical and has less tendency to come apart (delaminate).

Another important application of sheet plastic that has come into everyday use since the Korean conflict is the "vacuum molded" relief map. More than 3,000 relief maps of Korea have been molded from rigid vinyl. The maps cost approximately two dollars to produce in comparison to the hand-painted plaster or sponge rubber maps that cost up to \$1,000.

As today's modern Navy expands, plastic materials will take their place as iron and steel did in the era of sailing warships. In today's Navy, no sailor can escape the everyday use of plastics in some form.—Harvey H. Mitchell, JO1, USNR.



CABIN CRUISER is of all-plastic construction. Note (at right) how the ribs and keelson are molded right into the hull.



Service Show a Hit

SOUTH PACIFIC, that charming musical story of romance under the tropical sun, cast its bright rays into a cold corner of the Far North thanks to the combined effort of a group of soldiers, sailors, airmen and civilians.

Conceived at 17th Naval District headquarters at Kodiak—and aided and abetted by the famous authors, Richard Rodgers and Oscar Hammerstein—the well-staged play made use of the talents of Alaska-based Army, Navy and Air Force singers and actors, the Navy band, and two leading civilian singers from Anchorage, 200 miles away. Stagehands turned out colorful sets. Prop men dug up items ranging from a boar-tooth necklace to a set of grass skirts. Bandsmen knocked out a complete orchestral score for the highly-successful musical show.

The success of all this work is evident in these pictures—Top left: Stewpot chides big-dealing Luther Billis (center). Top right: Emile deBecque turns on the charm for Nurse Nellie Forbush. Right center: The French planter sings “This Nearly Was Mine.” Lower right: Emile and Nellie are happily reunited at show’s end. Lower left: Shapely girls sparkle in the “Honeybun” number.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **MEAL PRICES** — The rate for sale of meals from Navy general messes to authorized persons—whether by cash or by payroll checkage—has been changed from \$1.05 a day to \$1.20 a day. The change became effective on 1 Dec 1951.

Breakfast now costs 30 cents; dinner, 55 cents; and supper, 35 cents.

The new prices do not apply to hospital messes and instructions concerning subsistence for Newfoundland civilians at Argentia are not affected by the new rates.

• **EXAMINATION**—The eligibility requirements for advancement in rating have been modified for hospitalized personnel and for personnel in the photographer's mate rating.

Previously, PO1 candidates for the CPO examinations were the only hospitalized personnel authorized to compete in the service-wide competitive examinations for advancement in rating. This privilege has been extended to all pay grades by a modification to BuPers Circ. Ltr. 12-50 (NDB, January-June 1950).

Under the new regulations, personnel of pay grades E-3, E-4, E-5 and E-6 who are undergoing treatment at a naval hospital or other naval facility are authorized to participate in the service-wide competitive examinations provided they have been recommended for advancement by the CO of their last duty station. Two provisions must be met, however. One, that the candidate is expected to be returned to full duty. Two, that participation in the examination will not hurt the candidate's health.

36,800 Naval Reservists Released Since July '51

Separation of 36,800 Naval Reservists was effected by the end of 1951, under the release programs which began last July.

The increase in trained personnel in the Navy since the outbreak of the Korean conflict has been accomplished primarily through use of the Naval Reserve—the Navy's only trained manpower pool.

It has been necessary, therefore, to phase the release of Reservists over an extended period in order to maintain an acceptable percentage of trained personnel on active duty, because there is no alternate pool from which to draw trained men.

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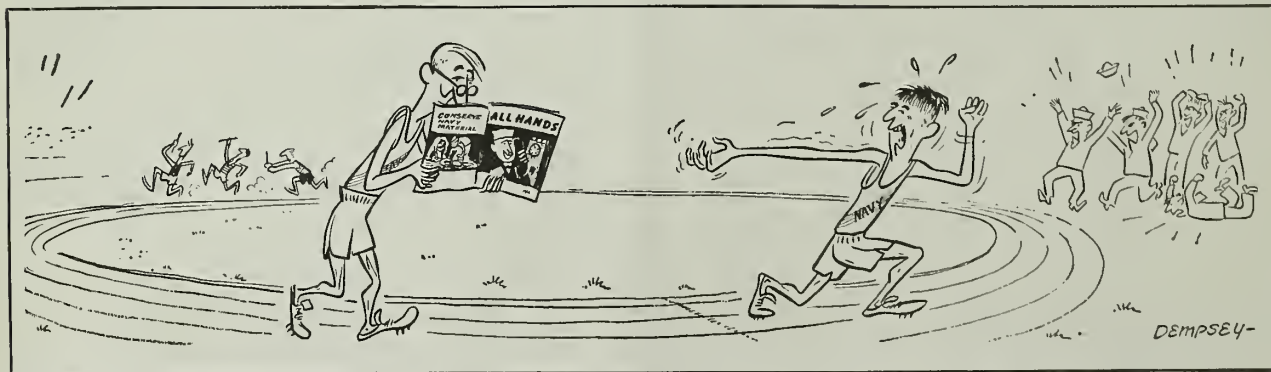
BuPers Circ. Ltr. 204-51 (NDB, 15 Dec 1951), which contains the above information, also states that the sea duty requirement for advancement of personnel in the PH ratings has been waived. Reason for this is that PH is being integrated into the aviation ratings.

• **CORRESPONDENCE COURSES** —Enrollment of both officer and enlisted personnel in the Navy's correspondence course program, at the end of the first quarter of fiscal year 1952 (July-September 1951), is 61,237—an increase of 1,518 over the preceding quarter.

The Naval Correspondence Course Center, Brooklyn, N.Y., has the largest enrollment, with 56,531. Other schools included are the Bu-Med (Dental) and Naval Medical School and the Naval Intelligence School, Washington, D. C., which show increased enrollments. Enrollment in the Naval Submarine School, New London, Conn., and the Naval War College, Newport, R.I., remains about the same.

• **DUTIES OF NAVIGATOR** — Regulations concerning the general duties of the navigator of a ship have been revised by Advance Change 2 of Change No. 2 to Article 0929, U.S. Navy Regulations, 1948. The revised article reads as follows:

"The head of the navigation department of a ship shall be designated the navigator. The navigator normally shall be senior to all watch and division officers. The Chief of Naval Personnel will order an officer as navigator aboard large combatant ships. Aboard other ships the commanding officer shall assign such duties to any qualified officer serving under his command. In addition to those duties prescribed elsewhere in the regulations for the head of a department, he shall be responsible, under the commanding officer, for the safe navigation and piloting of the ship. He shall receive all orders relating to his navigational duties directly from the commanding officer, and shall make all reports in connection therewith directly to the commanding officer."



PASS THIS COPY ALONG—Help your mates on the Navy team by seeing that 10 persons read this issue of All Hands.

Hazardous Duty Billets For Officer Volunteers

Hazardous duty billets are open to officer volunteers who have the qualifications required for this type assignment.

Applications may be submitted at any time via official channels to the Chief of Naval Personnel (Attn: Pers B-1115d). No acknowledgement will be made of applications. Officers, both Regular and Reserve, should also indicate this duty on their officers' data card if they consider themselves qualified and wish to volunteer.

Qualifications required of applicants for assignment to hazardous duty are as follows: Volunteers must be of the rank of lieutenant commander or below and under 35 years of age. Candidates must be of excellent physical condition; have a college degree and be proficient in at least one foreign language. An intelligence background is desirable; however, this qualification is not necessary.

Naval Reserve officers volunteering for this type duty must be willing to extend their tour of active service if necessary to complete two years in this duty.

• ENLISTED SERVICE SCHOOLS

—An increasing number of enlisted personnel are reporting under orders to service schools for instruction only to find that they do not meet the eligibility requirements.

The most frequent errors which occur in sending ineligible EMs to Navy schools, as outlined in BuPers Cir. Ltr. 177-51 (NDB, 15 Oct 1951), are:

1. Failure of the candidate to meet minimum basic battery test scores.

2. Insufficient length of voluntary obligated service; EMs ordered to schools of the following week's duration must have the required voluntary obligated service remaining at time of entering school: 18 months obligated service for a course of 20 weeks or less; 2 years for a course of 21 to 40 weeks; 2½ years for a course of 41 to 50 weeks, and 3 years for a course of over 50 weeks.

3. Failure to meet rate and rating eligibility requirements: Third class petty officers and non-rated men are being ordered to schools for which only second class petty officers and above are eligible. Also, petty officers and designated strikers are being sent to schools which do not include their ratings among those eligible to attend.

4. Failure to make service record entries indicating that waivers of eligibility requirements have been granted by the Bureau of Naval Personnel. Where required and considered justified, a waiver must be obtained from the Bureau of Naval Personnel prior to transfer of the candidate.

The following sources of regulations establish the eligibility requirements for enlisted service schools: Art. D-2304 and D-2305, *Bureau of Naval Personnel Manual*, 1948; NavPers 15795, *List of Navy Schools and Courses*, and NavPers 91769, *Catalog of U.S. Naval Training Activities and Courses Under Management Control of the Bureau of Naval Personnel*.

• UNAUTHORIZED INSIGNIA —

Reports of naval personnel wearing unauthorized insignia of various types and unauthorized campaign ribbons have been forwarded to the Bureau of Naval Personnel.

Abuse of the privilege of wearing distinctive insignia and ribbons lowers the value of such awards and is not in keeping with Navy tradition.

Commanding officers have therefore been directed to take steps to insure that personnel wear only authorized ribbons and insignia to which they are entitled, according to BuPers Cir. Ltr. 191-51 (NDB, 15 Nov 1951).

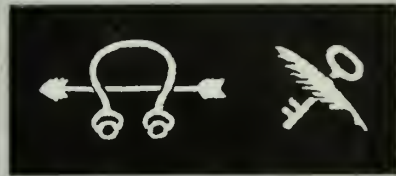
• **CASUALTY CARE**—A new litter platform is being used in Korea to evacuate troops from the battlefields by helicopter.

The all-purpose litter utilizes a clear plastic cowl which acts as a windshield to protect the head and shoulders of a casualty. It provides excellent weather protection without interfering with ventilation or visibility. The cowl can be removed quickly and easily when the patient is placed aboard.

Previous improvised litter platforms caused wounded to suffer from claustrophobia when placed inside narrow, unlighted carriers.

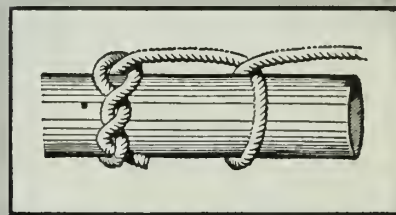
QUIZ AWEIGH

How will you do in '52? For a starter, let's see if you can answer this month's "quizzes."



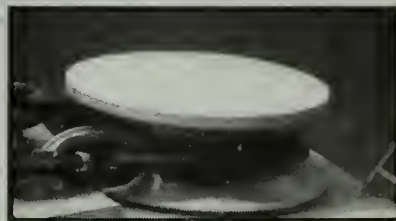
1. If you see personnel wearing the specialty mark pictured at the left, you should know that they are (a) radar-men (b) sonarmen (c) electronics technicians.

2. The mark at the right identifies (a) disbursing clerks (b) commissarymen (c) ship's servicemen.



3. Illustrated above is a (a) clove hitch (b) round turn and two half hitches (c) timber and half hitch.

4. It is especially useful for (a) towing spars (b) fastening ratlines to shrouds (c) securing a line to a spar buoy.



5. The circular object in the above photo is called (a) winch (b) wildcat (c) windlass.

6. It is used to (a) measure the anchor cable paid out (b) heave the chain or pay out small amounts (c) secure the bitter end of the anchor chain.

ANSWERS TO QUIZ AWEIGH
ON PAGE 53



IN MACHINE SHOP, M. A. Stemple, FN, works a metal lathe. Below: Boat-swain's mate Leroy Brown helps one of ship's divers over the side. Top center: Destroyer tender sailors can work wonders with a carpenter shop like this one.



Busy Keeping

ALTHOUGH they don't move around much, destroyer tenders operating with the Fleet still manage to get plenty accomplished from their more-or-less fixed positions. The destroyers come to them.

An AD in the forward area bustles with activity—hammers ring against steel, saws bite into wood and welding torches blaze sometimes far into the night as the tender's craftsmen put a tin can back into fighting trim.

The newest of the ADs is AD 36, *uss Bryce Canyon*. Commissioned in 1950, *Bryce Canyon* recently returned to the West Coast after a seven-month tour with the combat forces in the Far East.

The accompanying photographs



GUNNER'S MATE'S job includes servicing of firearms sent to the AD from tin cans.



Our Tin Cans on the Move

show how the crew of the newly commissioned ship learned to work as a team to fulfil the steady stream of job orders that poured in from the lean, gray ships of the line. And requests for repairs from one of these cans during an average availability period cover just about everything.

Here's a typical few: Overhaul and repair electric motors of evaporator plant; overhaul main feed pump; repair leak in peak tank; overhaul dishwashing machine; replace defective parts in loran equipment; check and repair sound powered telephones as necessary; repair movie projector.

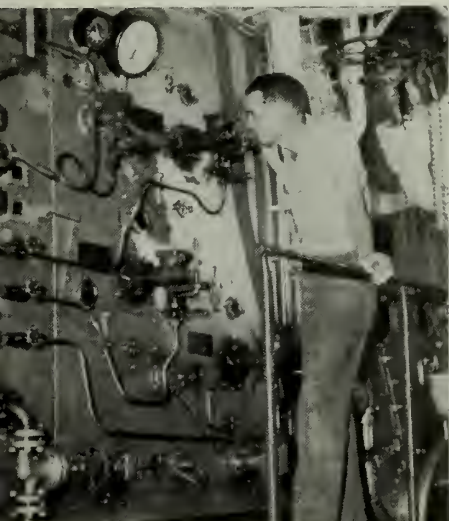
To do these varied jobs, ADs have within their sides every type of re-

pair shop—machine shops, carpenter shops, welding shop, torpedo shop, foundry, electronics shop, a pattern-maker, optical shop and fire control shop. Each incoming job order is directed to the shop concerned.

In addition to such inside jobs, there is outside work too. Underwater repairs, for example. Each AD has several divers attached to the ship for hull repair tasks.

Bryce Canyon and her sister destroyer tenders may lack some of the dash and glamor of the hit-and-run Navy. But if they do, they make up for it by the cool competence with which they accomplish their mission—keeping the hard-fighting tin cans on the move.

FIRING PRACTICE also is part of a day's work on board a destroyer tender. Above: Ship's five-inch gun crew fires off a few rounds. Below: Heating and forging metal by drop hammer in the AD's welding shop.



FIREMAN C. R. Glasgow keeps his eye on controls in boiler room in *Bryce Canyon*.



Summary of Legislation of Interest to Naval Personnel

In the closing days of the first session of the 82nd Congress much legislation of interest to naval personnel and veterans was passed and signed into law later by the President.

The summary below covers those laws of the 82nd Congress not previously reported in *ALL HANDS*. For other legislation of interest to Navymen which was introduced, considered or approved by Congress, see the regular monthly roundups which have been published in past issues.

Congress reconvenes for its second session this month.

Korean Veterans Rehabilitation—Public Law 170 (evolving from H.R. 3932); extends the vocational rehabilitation benefits, enacted by the 78th Congress for World War II veterans, to all service-connected cases who need vocational rehabilitation to overcome a disability handicap incurred in or aggravated by service since 27 June 1950.

Atomic Tests—Public Law 173 (evolving from S. 1994); authorizes the Navy to use the incomplete submarine *Ulua* as a target for certain atomic explosive and related tests.

Multiple Sclerosis—Public Law 174 (evolving from H.R. 3205); increases from one year to two years after separation from active service the time limitation for claiming disability due to multiple sclerosis.

Regulations Revised on Personal Correspondence

Members of the naval service on active duty may now communicate directly or indirectly with their state and district members of Congress in accordance with revision of Article 1249 Navy Regs, 1948.

The revised article provides that "No person in the naval service shall be restricted or prevented from communicating directly or indirectly with individual members of Congress concerning any subject provided such communication is not in violation of law or naval security regulations."

Revisions of Article 1248 relating to "Communications to the Congress" has also been approved and now reads as follows:

"1248, Communications to Congress. 1. All petitions, remonstrances, memorials, and communications of any person or persons in the naval service, whether on the active or retired lists, addressed to the Congress, or to either house thereof, or to any committee there-

of, on any subject of legislation relating to the Naval Establishment, whether pending, proposed, or suggested, shall be forwarded through, or as authorized by, the Secretary of the Navy.

"2. No chief of a bureau, office or division, or other subordinate of the Navy Department, and no person in the naval service shall, in his official capacity, apply to Congress, or to either house thereof, or to any committee thereof, for legislation or for appropriations or for Congressional action of any kind except with the consent and knowledge of the Secretary of the Navy; nor shall any such person, in his official capacity, respond to any request for information from the Congress, or from either house thereof, or from any committee of Congress except through, or as authorized by, the Secretary of the Navy, except as provided in sections 102, 103 and 104 of the Revised Statutes (2 U.S.C. 192-194)."

Compensation ranges from \$15 per month to a maximum of \$150 per month.

Experimental Submarines—Public Law 176 (evolving from H.R. 1227); further amends current legislation authorizing construction of two experimental submarines by in-

creasing the cost limits, in order to speed up construction for delivery within next several months.

End War with Germany—Public Law 181 (evolving from House Joint Resolution 289); approved 19 Oct 1951; formally terminates the state of war between the United

Navy, Marine and Civilian Personnel Lining Up to Give Blood

Navymen are turning to all over the world in an effort to keep pace with the increasing need for whole blood and plasma. From Narragansett to Corpus Christi, from Jacksonville to Yokosuka, navy, marine and civilian personnel are lining up.

Quite a few of the contributors are World War II or Korea veterans—repaying a pint or two they had received. One Korean veteran said, "When I needed blood, it was there. Now I'm going to give some back. It's sort of an insurance policy—who knows when I might need some again."

Several units have reported 100

percent records in their blood donor campaigns (that is, every man in the outfit volunteered to donate blood):

- *uss Coates* (DE 685)
- *uss Sennet* (SS 408)
- Four classes, Naval Air Technical Training Center, NAS Jacksonville, Fla.

The Naval Base Blood Center, Philadelphia, Pa., has collected over 10,000 pints—from sailors and shipyard workers, from crewmen of 46 vessels.

Pintwise, the scores of other units and activities, are as follows:

- U.S. Naval Base, Key West, Fla.—3,008 pints.

- *uss Boxer* (CV 21)—2,377.
- *uss Oriskany* (CV 34)—1,436.
- *uss Essex* (CV 9)—1,061.
- *uss Princeton* (CV 37)—1,040.
- Fleet Air activities, Alameda, Calif.—983 (representing 98.3 percent).
- NAS Atsugi, Japan—700.
- *uss Vulcan* (AR 5)—690 (representing 81.1 percent of those on board).
- *uss Juneau* (CLAA 119)—600.
- Submarine Flotilla One—568.
- *uss Siboney* (CVE 112)—400.
- Organized Submarine Division 1-8, Boston, Mass.—100.
- Naval Electrician's Mate School, Takoma Park, Md.—80.

States and Germany, declared by Congress on 11 Dec 1941, and provides that the rights and privileges of the United States and its nationals which were acquired by unconditional surrender of Germany of 8 May, 1945, remain unchanged.

Disabled Veterans Payments—Public Law 187 (evolving from H.R. 4233 and S. 1864); passed by Congress over President's veto; authorizes payment by VA of \$1,600 toward purchase of an auto or other conveyance and devices for veterans of service on or after 27 June 1950, in those cases where loss of—or the permanent loss of use of—one or more limbs is involved, or when there is a permanent impairment of vision of both eyes of an ex-service man.

Korean Veterans Housing—Public Law 214 (evolving from S. 2244); grants veterans of the Korean conflict the same benefits given to veterans of World War II under the National Housing Act, such as preference in the rental of low-rent housing units, in the purchase of war housing under the Lanham Act, and in obtaining special F.H.A. mortgage insurance advantages.

V. A. Employment of Retired Officers—Public Law 230 (evolving from H.R. 5062); extends the authority of the Administrator of Veterans' Affairs to appoint and employ retired officers without affecting their retired status.

Psychoses Cases—Public Law 239 (evolving from H.R. 320); provides hospitalization and outpatient treatment to veterans of World War II who develop a case of active psychoses within two years from release from active duty.

Naval Academy to Expand

The U.S. Naval Academy at Annapolis, Md., is enlarging and modernizing its facilities, providing for the largest brigade of midshipmen in its history.

First step in the program authorized by law calls for 43 additional classrooms and improvement of existing classrooms. The second phase of this program involves messing facilities. These, like the classroom facilities, were originally constructed for a brigade two-thirds the size of the present brigade. At present, 3,790 midshipmen are studying in classrooms built to handle 2,500.



THREE HOBBYISTS look over plans for a model airplane in Roosevelt's well-stocked hobby shop. Prices of items range from 50 cents to 40 dollars.

Enthusiasms Stirred by Carrier Hobby Shop

When crewmen of the aircraft carrier *Franklin D. Roosevelt* (CVB 42) are not helping to launch the Navy's big attack planes, like as not they're launching a few smaller ones of their own—built in *FDR*'s well-equipped hobby shop.

This shop, one of the biggest and best afloat, is fluorescent-lighted, air-conditioned and keeps a large amount of stock on its work benches and in its orderly stowage racks.

In the off-duty center, carrier sailors while away many pleasant hours turning out not only model planes but such intricate items as

model racers and model railroad equipment.

"We started this shop with \$800 worth of stock and a workshop made out of cast-off equipment," recalls L. H. Sloniker, AM2, who is in charge of all the buying, selling and upkeep. "Now we think we've got one of the best."

But a hobbyist's enthusiasm can sometimes run away with him. It did for one man who let his model *Banshee* crack into the tail of a real F9F *Panther* which was making an approach on the ship. The F9F had to be grounded for repairs; the model was scarcely scratched.



RELAXING in their off-duty time, these men concentrate on their various projects. The shop is always in use, from 'knock-off-work' to 'Taps.'

Blasting the Enemy



FIRE SUPPORT—Cruiser *Toledo's* helicopter returns from a spotting mission while the battleship USS *New Jersey* lets fly with a punishing nine-gun salvo.

DARING COMMANDO raids far behind the enemy lines by United States and British Marines made headlines early last month in the Korean fighting.

Launching their attacks from the high-speed attack transport *Horace A. Bass* (APD 124), the leathernecks and their United Nations teammates scaled a cliff in a hit-and-run attack against communications lines of the North Koreans and Chinese Communists, south of Songjin.

The scene of the commando raids was about 150 miles north of the 38th parallel. One of the targets of the marine raiders was the closely guarded rail line which channels vital supplies to the front lines.

In the first commando attack on the preceding day, the marines had landed near Tanchon, about 25 miles south of besieged and bombarded Songjin. Their mission was to destroy an inland railway tunnel along the Songjin-to-Wonsan route, which they blasted with bazookas.

In the second raid, after scaling the cliff south of Songjin, the U.S. and 41st Royal Marines fought in

almost hand-to-hand clashes with the Communists, who attacked with hand grenades. U.N. marine casualties amounted to only two wounded, while they left an undetermined number of Communist dead behind them. The marines left the enemy shores in small craft and returned to Bass.

At the same time that the raids were going on, the destroyer *Tingey* (DD 539) was pouring five-inch salvos along the rail route further north, in a coordinated effort to knock out the Red supply lines. The following day, fighters and bombers from Task Force 77, operating off the east coast, cut rail track in 67 places. The score at the end of the day showed a tally of 45 freight cars, half a dozen locomotives and 10 railway bridges in the destroyed or damaged columns, credited to the naval aircraft.

USS *Wisconsin* (BB 64), just out of mothballs, fired her initial bombardment of the Korean conflict early in December. Her first target was enemy installations in the Koson area, and then she went on to lend support with her five-inch guns to R.O.K. troops along the eastern end of the U.N. battleline.

The 16-inch guns of *Wisconsin* sought out artillery pieces, tanks, supply and ammo dumps of the North Korean forces. *New Jersey* (BB 62), sister ship of *Wisconsin*, was rotating between the east and west coasts. Using both air spotters and shore fire control parties, her main batteries were hurling the 16-inch projectiles for a distance of 18 miles inland.

While the battleships and carriers ranged the coasts, the siege of Wonsan continued. In a single day—the 291st consecutive day of the Wonsan bombardment—two LSMRs fired 3,000 five-inch rockets on the transportation center.

North of the 38th parallel, allied planes tangled increasingly with Communist aircraft. A larger number of enemy jets were making their appearance. On one occasion eight Navy planes of the conventional propeller type joined in a brief dog fight with two MIG-15 jet planes. The enemy jets began their attack about 3,000 feet above the U.S. planes (five *Corsairs* and three *Sky-raidors*), apparently banking on their extra speed to make a kill. Diving on the Navy planes from behind and out of the sun, the jets



MINESWEEPING—This boat crew from USS *Thompson* (DMS 38) sank 5 floating mines with rifle fire, clearing Tanchon harbor for the bombardment ships.



AIR STRIKES—With dive brakes and wheels down, 4 *Panthers* return from harassing the enemy. Below: Destroyer *Ernest G. Small*, lost her bow to a mine.





COMMUNIST GUARDS look down on the Panmunjom peace site. Right: Communist delegates leave the conference tent.

made a cannon-firing attack. The carrier-based fliers immediately took evasive actions, and Corsair pilots were able to open fire on one of the climbing jets as the Communist planes turned northward to the border. Returning safe to their carrier *uss Bon Homme Richard* (CV 31), only one of the bombers suffered slight damages from the dog fight. It was not determined whether either of the jets was hit.

On another mission from *Bon Homme Richard*, two Navy jet pilots were out on a train-busting campaign. Spotting wisps of smoke coming out of two tunnel mouths on the main east coast rail line, they recognized the telltale evidence that a locomotive was hiding inside the

tunnel—a common practice of the North Koreans during daylight hours.

The *Panther* jets dived in and put three out of four lethal rockets right into the mouth of the tunnel. An enormous explosion followed, and another link in the enemy's communications chain was broken.

At night heckler fighters from the heavy carriers, aided by the light of the moon and enemy anti-aircraft fire, did a booming business against truck convoys on the roads north and south of Wonsan. Flying as low as 500 feet above the truck columns, they picked out their targets, then swarmed in for the kill. Fragmentation bombs and fiery napalm lit up the scene to verify the destruction.

The Christmas and New Years holiday season brought with it lighter moments in sports and relaxation for some of the servicemen in the Korean theater.

Although they couldn't sit in on the bowl games all over the United States, Navymen kept up with the football scores quarter by quarter.

Lying off the Korean coast, some seven thousand miles from the state-side gridirons, bluejackets could keep themselves posted on their pigskin favorites without taking time off from the job of pummeling the Red targets. Between salvos directed toward shore targets, voices would crackle over ships' loudspeaker systems:

"It's the opening whistle for the



MARINE MORTARMAN grabs a little sun during warm spell. Right: Leatherneck makes the most of lull in the fighting.



AT EASE, *Rendova's* Jim Yettke, AB3, awaits return of strike planes. Right: *Thompson* shows she's 'homeward bound.'

kickoff in this annual Bowl battle.

One of the first questions of pilots and aircrewmembers returning from dates with Gladys, Jane, Alice, Kate and Nancy—names designating targets along the North Korean supply lines—was "What was that last score again?"

On board *uss Antietam* (CV 36), music by the carrier band was broadcast as usual during the holiday season throughout the ship. Keeping rhythm with the sea, according to the band's director, Chief Musician James W. Kohl, usn, the bandmen's music "pitches, rolls, rides, jumps, bounces, rocks, sways—and swings!"

Using the admiral's cabin (when vacant) as a practice room, the band is in top-notch playing condition, with an appropriate repertoire for all types of sea-going conditions. When the ammunition ships *uss Mount Katmai* (AE 16) and *uss Paricutin* (AE 18) came alongside, for example, to transfer their potent cargoes, the "Mighty A's" minstrels were on the deck to serenade them with "Pass the Ammunition" and a few rousing football songs.

Ashore Marine units also took time out for moments of relaxation. At one forward point the American leathernecks were entertained by an R.O.K. Marine variety show.

A four-piece oriental jazz band—*Kim Chung-hao* on the accordion, *Lee Chin-ho* at the drums, *Kim Shon-yong* with a guitar and *Sang Byong-hun* working the saxophone—got a cheer from relaxing leathernecks for its Gung-ho jive.



NAVY CAMERAMAN takes time out to make friends with Korean kids. (Center) Two sailors from *Toledo* examine a thin pipe belonging to an elderly Korean.



SERVICSCOPE

Brief news items about other branches of the armed services.

* * *

FLAMING JELLIED-GASOLINE—called napalm—sticks to everything it touches. Its deadly fire reaches a temperature of 2,300 degrees and can destroy virtually everything with which it comes in contact within a distance of 150 yards.

It has a tremendous psychological impact, frequently creating panic among enemy troops. This fact has led to the development of the napalm booby trap, an invention of the Army Chemical Corps, which is now being used effectively on the battlefields of Korea.

Construction of the booby traps is a quick and simple task. They are made by attaching an explosive charge to gasoline drums, shell cases, or food containers filled with the napalm mixture. The napalm traps are then camouflaged and placed in the ground in the expected paths of the enemy. When disturbed or fired by an electrical charge, the mines explode and scatter the flaming jellied-gasoline over wide areas. The land mines are especially effective at night against infiltrating Communist troops and vehicles.

* * *

A ROBOT WEATHERMAN is on "duty" at Amchitka in the barren wastes of a polar island in the Aleutians, where no military personnel are stationed. It is "his" job to transmit daily weather reports to radiomen located over 200 miles away.

This robot weatherman is the first such experimental weather station placed in operation on the far end of the Alaskan islands chain near the Russian border line—installed there by the USAF Air Weather Service, a unit of Military Air Transport Service.

The new robot weather station replaces five trained weather technicians and additional people usually required to staff a weather reporting outpost. This station is an entirely different type from those previously used. Custom-built for the Arctic, it is 50 times more powerful. It will operate at temperatures of 30° below zero and in 180 mph winds. Resembling an oversize trunk, the equipment housing is 12 feet long, six feet



SALVAGED VEHICLES, renovated during a four-year Air Force Pacific clean-up, await further war use in Japan.

wide and has weather recording gear mounted on top. The 12,000-pound unit is secured by guy wires of steel cable.

The robot station can perform all standard weather observations without attendance except measurements of ceiling and horizontal visibility. Technicians believe these missing factors can be estimated accurately from other available data. The little station practically maintains itself. In case of fire an automatic extinguisher system goes to work and if the temperature drops extremely low, a heating system supplies heat automatically. At present it requires servicing every three months, but engineers of the Army Signal Corps who developed the stations expect to reduce maintenance to once-a-year service visits.

The Amchitka robot weatherman was installed by personnel of the USAF, 11th Weather Squadron of the 2107th Air Weather Group under supervision of the Alaskan Air Command.

* * *

PLASTIC SLEDS for troops operating in the Arctic have been developed by the Army Quartermaster Corps.

Molded of glass-fiber, the plastic sleds will replace the heavier and unwieldy 400-pound capacity wooden sled.

The new sleds will be in two sizes: seven feet long, two feet wide, with a capacity of 200 pounds; and four feet by two feet, with a 100-pound capacity. Both sleds can be pulled by one or two men and negotiate rough terrain more easily than the large heavy wooden sled. They weigh 36 and 24 pounds, respectively.

In the Arctic the sleds will serve to haul rations, supplies, small arms and ammunition. The longer sled is also especially adapted to carry wounded, and has a white cotton duck cover to camouflage and protect an injured man.

* * *

INFRA-RED EYES which enable a rifleman to see and fire at a target in darkness are being used at the Army's Sniperscope School at Fort Campbell, Ky. The sniperscope is an electronic device which makes it possible to view objects or persons in the dark by sending out rays of infra-red light.

The Army Corps of Engineers is teaching personnel in the use of the new night-fighting equipment at the Fort Campbell Sniperscope School. The device was developed by the Engineer Board at Fort Belvoir, Va. As far back as 1918 the Navy was using infra-red ray equipment to send and receive signals invisible to the naked eye. *ALL HANDS*, June 1946, p. 34, describes the earlier types of "snooperscopes" and infra-red ray systems used during World War II.

* * *

ENEMY RAIDERS attempting to reach the U.S. coast under cover of night or through protective fog or clouds will have to avoid the radar eyes of the new F-89 *Scorpion*—a 600-mile-an-hour jet interceptor plane.

The *Scorpion*, with night penetrating radar vision and heavy armament, is already in operation at several

fields. The radar "eye" in the plane's plastic nose is designed to pick up the images of raiders. Once the target is spotted by the radar operator, riding behind the pilot, the *Scorpion* can "home" on the hidden enemy and deliver its sting.

Without actually seeing the target, the pilot can cut loose with his six 20-mm. cannon or 16 5-inch rockets. The nation's fast-growing coastal defense force is receiving the new jet interceptors in undisclosed numbers for immediate operation.

* * *

A LIGHT-WEIGHT GYRO COMPASS which can take rough treatment without failure or inaccuracy has been developed by the Army Engineer Corps. The new 67-pound model replaces the World War II gyro compass, weighing 550 pounds, which was limited in use because of its size and weight.

The new lighter model provides precise navigation data for vehicles in any area and under all conditions. Its indication of true north is not affected by metallic objects. The unit is self-contained and self-sufficient.

During field tests the compass withstood severe treatment while mounted in tanks. Simple to operate, it does not require compensation or calibration calculations by the operator. The sensitive element is suspended in a high density fluid.

Another important advantage of the new model is its operation in temperatures ranging from 65 below to 130 degrees above zero fahrenheit.

* * *

A NEW CARGO TRACTOR is being produced for the Army, with more than 300 manufacturing plants supplying parts. The fast-moving, quick-turning cargo tractor has basically the same chassis as the Walker *Bulldog* light tank.

Built in accordance with the policy of standardizing equipment wherever practicable, it allows for the inter-

changeability of parts with other vehicles in the light tank family. This standardization policy permits mass production methods in engines, generators, and many other parts. Standardization also simplifies maintenance and speeds up repair by fewer trained mechanics, whereas the use of many different type engines and parts requires special schooling for a large corps of mechanics.

When used to pull artillery, the cargo tractor carries ammunition and supplies, supplementary equipment and a gun crew.

Two front seats carry the driver and assistant driver, who has access to dual controls as well as a mobile radio control. He also operates a .50-caliber machine gun, mounted directly above him.

* * *

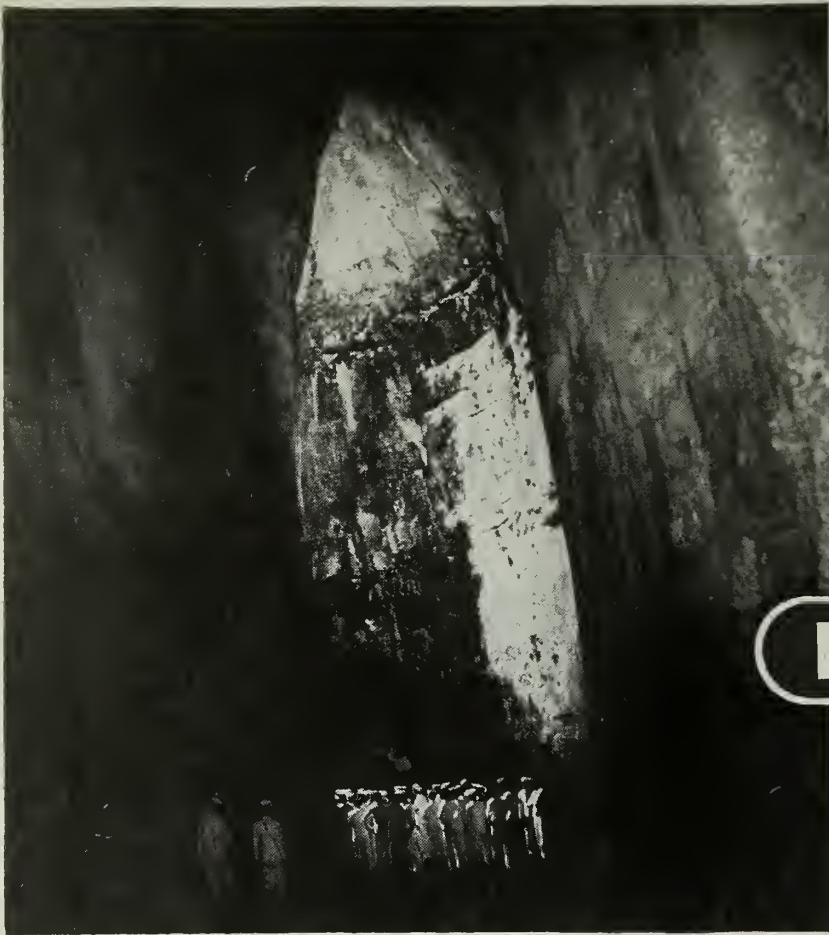
DANIEL BOONE, flying over the North Pole as a crewman of a daily polar mission of the Air Force's 58th Weather Reconnaissance Squadron, accomplished a feat that his namesake would not have thought possible. Airman Boone's flight, however, was but one in the record of more than 500 missions over the pole from Eielson Air Force Base, a rugged and remote Alaskan outpost.

Sergeant Daniel Boone, a native of Florida, is not sure if he is a direct descendant of the famed frontiersman, since the old pioneer didn't leave many family records.

The 58th is one of six weather reconnaissance squadrons based throughout the northern hemisphere and is an air unit coming under the USAF Air Weather Service. The squadron, which calls itself "The Pole Vaulters," operates with W-B29 Superforts—flying weather stations—on regularly scheduled flights to the North Pole and westward over the Bering Sea. The air-weathermen make observations of atmospheric conditions with special instruments of their trade including expendable automatic radio transmitters of weather observations which are dropped slowly by parachute.



WEATHER GALS—The Air Force has put its women to work at many weather stations, doing jobs such as releasing and tracking balloons (left), preparing facsimile maps for transmission (right) and keeping weather plots (center).



SICILY—Liberty party visits the Cave of Dionysius, a grotto which takes its name from that of a notorious Syracuse tyrant who used the cave as a jail.



TUNISIA—Three Navymen and a Marine poke around curiously in the ruins of the ancient city of Carthage, headquarters of a lost civilization in North Africa.



Liberty Ports

A NAVYMAN on duty with the Sixth Fleet in the Mediterranean Sea has a unique opportunity to visit the lands he is helping to defend.

By simply stepping ashore at one of the many liberty landings strung along the shore from Gibraltar to the Biblical lands, the U. S. sailor can get a tourist's-eye view of "the grandeur that was Greece and the glory that was Rome." He can visit historical sites he might otherwise never see. Spain, France, Turkey, Sicily, Lebanon, Algeria, Libya, Trieste, Morocco—all beckon to the off-duty bluejacket. At each spot he mingles with the people, observes the varying customs and perhaps comes to understand them a bit better.

But between ports, the Med sailor

SPAIN—At Limolina, two men leave a ski lodge for a day on the snowy slopes





the Med

and his ship put in a full schedule. Sixth Fleet ships and units continually run through tactical maneuvers, practice firings, anti-submarine exercises and carrier operations—all designed to keep the fleet in a condition of instant readiness.

On top of this, frequent combined operations with allied units, such as the recent mock amphibious attack on Sardinia forge the various units into a fighting force.

Like as not, after a combined operation of this sort, the U. S. Navyman will go ashore and meet his allied opposite number over a cool beverage. By working and playing together in this fashion, Med sailors take a hand in building a strong Mediterranean frontier.

th Fleet sailors can join a tour to the
erior during authorized leave time.



GREECE—Two white hats watch technique of Athens photographer. Left: Crewmen of USS Salem swing and sway at a dance at Villefranche, France.



TURKEY—Liberty-bound sailor is easy pickin's for Turkish kids. Below: Blue-jackets admire St. Peter's Basilica (in background) and colonnades at Rome.



LETTERS TO THE EDITOR

Navy Occupation Service Medal

SIR: If a member of the naval service performed duty ashore in Japan from 1 May to 1 November 1951, would he be authorized to wear both the Navy Occupation Service Medal, if not previously earned, and the Korean Service Medal? If not entitled to both medals, what medal would be authorized?

I have been told that 30 days consecutive time or 60 days noneconsecutive time in the area is required to earn the Navy Occupation Service Medal. If I have 60 days nonconsecutive time, part in Europe and part in Asia, can this time be counted together for eligibility?—H. D. B., YN3, USN.

• The Navy Occupation Service Medal may be earned by a member of the naval service immediately upon reporting in one of the areas originally designated for this award when he is permanently attached to a unit or ship. Service in Korea since 27 June 1950 may not be credited toward eligibility for the Navy Occupation Service Medal. Service in Japan and other occupation areas during the occupation period (for which no terminal dates have been set) entitles you to wear the medal.

Decorations, Medals, Ribbons, and Badges of the U.S. Navy, Marine Corps and Coast Guard (NavPers 15790, revised) contains a list of ships and units eligible for campaign area, occupation service and other medals. This book does not yet list the names of ships and

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

units that have served or are now serving during the Korean conflict. The list is in process of compilation and will be published when completed.

The Korean Service Medal is restricted to service in the Korean theater as described in Joint MarCorps-BuPers letter of 20 March 1951 (NDB, 31 March 1951). Ships and units eligible for the Korean Service Medal have not yet been officially listed. Eligible personnel may be authorized to wear this ribbon by their commanding officer in the area. For further information, see ALL HANDS, September 1951, P. 28.

Japan is not in the Korean theater; therefore, service in Japan only does not entitle you to wear the Korean Service Medal.—ED.

Navy's Navy and Army's Navy

SIR: To settle a small argument, I would appreciate it very much if you would give me some information on whether the Army or the Navy had more "sea-going craft" at peak mobilization during World War II.—A.T., SN, USN.

• A breakdown of statistics for the two services shows that the Navy had the larger number of vessels of all types. At a peak period of mobilization (1 Jan 1945) the Navy had 10,996 and the Army had 8,469. The Navy's count does not include amphibious vehicles, small landing craft or ships' boats.

Listed by categories, the Navy's count was as follows:

Combatant ships.....	807
Mine craft.....	292
Patrol craft.....	1,542
Auxiliaries.....	1,233
Amphibious types.....	3,776
Service and district craft.....	3,346

At this same date the Army maintained 1,765 large vessels and a great many smaller vessels. Totaling 6,704 smaller vessels were barges, lighters, scows, tugs, towing launches, tow boats, launches, rescue boats, freight and passenger supply boats, floating cranes, tankers, mine planters and various types of harbor boats.—ED.

Reverting from LDO Status

SIR: If a CPO was appointed to LDO status and served satisfactorily for 10 years, reaching the rank of lieutenant, and if he twice failed of selection in the grade of lieutenant, would he revert to CPO, warrant officer or commissioned warrant officer?

My interpretation of BuPers Cire. Ltr. 62-50, subparagraph 3D(2)(f), is that when a chief petty officer receives an appointment as a limited duty officer and is promoted to lieutenant, junior grade, he will have the option of reverting, not to CPO, but to warrant officer, if he should twice fail of selection after reaching a lieutenant's grade.—D. H. R., ATC, USN.

• A chief petty officer who was appointed to LDO status and served for 10 years, reaching the rank of lieutenant, and then twice failed of selection, could be reverted to commissioned warrant officer at his option, rather than being separated as a lieutenant.—ED.

Striking for Radarman

SIR: In 1945, when I finished recruit training, I went to the Navy Radar Operators School at San Diego, Calif. I graduated from this school as a seaman second class, qualified radarman striker (the old rating) and in 1946 I was discharged as a seaman first class, qualified radarman striker.

I enlisted in the Naval Reserve (V-6) in this rating which was later changed to RDSN. I remained in V-6 until 22 June 1950, when I enlisted in the Regular Navy.

My enlistment papers contain only the designation SN—not RDSN. Consequently, I am now on the deck force of an LSM and have nothing to do with radar.

Last July I was allowed to take the test for RD3, but there was no book available for study and I had had no practice in operating gear. Is there any way I can get my old rating back? I would like to strike for radarman again.—W. R. L., SN, USN.

• Recruiting Instructions do not permit the assignment of striker's rate symbols to personnel who reenlist under broken service conditions in pay grade E-3 or below.

In order to gain experience in the radarman rating, it is suggested that you request assignment to duties connected with radar.

Training courses for the radarman rating may be obtained by your educational officer from a district publications and printing office.—ED.

Uniforms and Civilian Clothes

SIR: The question arose here as to whether the CPO gabardine khaki trousers with poplin khaki shirts without tie, could be worn while off duty as civilian clothes.

Could the trousers be lawfully worn with a sport shirt by a member of the naval service who is entitled to wear civilian clothes while off duty?—J.H.B., GMC, USN.

• According to U.S. Navy Uniform Regulations 1947, "No part of the prescribed uniform or equipment shall be worn at the same time that civilian clothes are worn, except articles which do not present a distinct naval appearance."

The khaki trousers and khaki shirt without rating badge, or the khaki trousers with sport shirt, could be worn as civilian clothes provided no other articles of uniform which present a distinct naval appearance are worn.—ED.

CPO and WO Pay

SIR: Is anything being done about the warrant officer program in regards to the short gap in pay between pay grades E-7 and W-1?—E. J. G., BOSN, USN.

• It is realized that the pay differential between a CPO and a WO is now negligible and that in some instances it is in favor of the CPO. In recognition of current conditions the minimum required service in grade for WOs to be eligible for consideration for CWO has been cut from six to three years during the current emergency.

One thing to be considered is that the WO has a new future ahead of him with the possibility of eventually advancing to W-4. The pay of a W-4 is between that of a lieutenant and a lieutenant commander with considerably greater retirement pay ensuing.

If personnel appointed to warrant officer status were immediately assigned to pay grade W-2 they would in certain cases receive higher pay than an ensign. An ensign appointed from enlisted status would then find in these cases a warrant officer drawing more pay than he does.

The service pay structure is based on responsibility from grades of E-1 through O-8 as a result of an impartial study made by the Hook Committee. The present emergency has temporarily increased the BAQ for some people, closing the pay differential between a CPO and a WO. Because this condition is temporary it is deemed inadvisable at this time to open up a complete re-study for all grades.—Ed.

No Places for Show People

SIR: I have been in show business for 11 years and would like to get into some special rate so that I could keep up with stage work. Is it possible for enlisted men to get assignments making Navy training films? Could I get into the Armed Forces Radio Service?—D. E. H., SA, USN.

• Enlisted personnel are not ordered to duty specifically as actors in Navy training films. In many cases, these films are produced by commercial contractors who provide professional actors. Sometimes, of course, personnel on duty at the scene—plus an occasional professional actor—are utilized in Navy-produced films.

The Armed Forces Radio Service utilizes a considerable number of enlisted men throughout its operations. AFRS is almost entirely an overseas operation, however. Relatively small short-wave units operate from New York and Los Angeles but their personnel requirements are very small.

Qualifications for AFRS announcers are essentially the same as for commercial radio announcers. They must have active and intelligent minds, a basic understanding of human nature,

Broken-Service Advancement

SIR: I have been a PO1 for almost seven years. In April 1946 I was discharge from the USNR and in August 1949 I reenlisted in the USNR. In May 1951 I was recalled to active duty. How does this broken service fit in with the eligibility requirement for advancement to CFOA that calls for 36 months in pay grade?—E. S. M., YNT1, USNR.

• The service you performed prior to your discharge from the USNR may not be counted toward your eligibility. By failing to enlist again within three months from date of discharge you did not maintain the necessary continuity between enlistments.—Ed.

pleasant personalities, a good character, knowledge and understanding of the armed forces, trained and cultured voices, poise and the ability to think clearly and speak intelligently.

An enlisted man desiring an AFRS assignment should contact the manager of his local AFRS station to make known his interest and qualifications.

Normally, official requests for duty with AFRS in the U.S. should be submitted to the Chief of Naval Personnel via the chain of command. Such requests are not desired at present, however, inasmuch as there will be no vacancies in the near future. Requests for assignment to overseas AFRS billets should be sent to ComServLant or ComServPac, as appropriate, through the chain of command.—Ed.

DD Exceeded 38 Knots

SIR: Our engine room CPO says there was a destroyer that exceeded 38 knots. Do you have any information on this?—J.B., FN, USN.

• One destroyer that did it was USS Gridley (DD 380), a single stack DD of the Craven class of 1934. In May 1937, with a 56,900 shaft horse power and a displacement of 1,767 tons, she attained a trial speed in excess of 38 knots.—Ed.



USS GRIDLEY (DD 380)—Navy files show that this destroyer, launched in 1936, with a displacement of 1,767 tons was able in 1937 to attain a trial speed of over 38 knots.

Wearing Other Insignia

SIR: Before my enlistment in the Naval Reserve I served in the Army with the 11th Airborne Division and received my parachutist wings. At personnel inspection I was asked to remove the wings from my Navy uniform. I would like to know if I am entitled to wear my parachute badge, or can I be prevented from wearing the badge? What is the governing Navy directive?—J. E. I., AF3, USNR.

• Uniform Regulations, Article 9-10, states that aviation insignia of other armed services or nations shall not be worn on the naval uniform; therefore you are not entitled to wear the parachutist's qualification badge. BuPers Manual, Article 7-415, prescribes the qualifications required for naval personnel to be designated as parachutist.—Ed.

Dependents' Transportation

SIR: I understand that personnel in pay grades E-5, E-6 and E-7 are entitled to transportation for their dependents at government expense. If a man in pay grade E-4 has duty at an overseas station can his dependents travel at government expense in order to join him?—D.K., YN3, USN.

• In the matter of transportation for dependents at government expense, personnel in pay grade E-4 come under a special class. Those with seven or more years of service are entitled to it. Those with less than seven years of service—along with personnel in pay grades E-3, E-2 and E-1—are not entitled to such transportation.

However, it has been the policy of the Bureau of Naval Personnel to authorize passage on Military Sea Transportation Service vessels for dependents of personnel in the lower pay grades when on duty in overseas stations and when they have obtained the entry approval of the area commander. The granting of passage to the dependents of the lower pay grades depends on the availability of space after all personnel and dependents legally entitled (by Joint Travel Regulations) have been accommodated.—Ed.

Requesting UDT Training

SIR: Please give me some information about applying for underwater demolition training. What are the requirements?—J.L.R., HM3, USN.

• Enlisted men of the Pacific Fleet apply for this training in accordance with ComSeriPac 2 FL-49 of 28 Jan 1949. EM of the Atlantic Fleet apply in accordance with instructions found in ComTraComdLant Catalog of Amphibious Training, 1951. In either case, all such requests are submitted via the chain of command.

Personnel selected for UDT training are all volunteers and are on active duty in the Navy. Eligibility requirements are on the rugged side. They require that the applicant be physically qualified in accordance with the Manual of the Medical Department requirements for divers (para. 21133) and able to swim easily a distance of one mile using at least three distinct strokes, such as the crawl, back, side, and breast.

Some other requirements: an education of at least two years of high school or the equivalent, not over 30 years of age at time of assignment, ability to equalize pressure and to clear their ears effectively and otherwise withstand effects of pressure of 50 pounds per square inch in a recompression chamber.—Ed.

Release for Army Commission

SIR: I understand that commissions are available in the Medical Service Corps of the Army for persons with my qualifications. I am a college graduate

Pay for Unused Leave

SIR: I am a volunteer Reserve officer serving for a 17-month period. I should like to know if it will be possible to draw terminal leave pay for unused leave.—D.E.L., LT, USNR.

• Naval Reserve officers released from active duty are entitled to a lump sum leave payment, computed by multiplying the number of days of unused leave by the daily rate of basic pay, BAQ and subsistence allowances.

This lump sum payment for unused leave is payable on the date of discharge or release from active duty.—Ed.

with a master's degree in social psychiatric work; and am an enlisted man in the Naval Reserve on active duty.

Does the Navy have a program in which my training can be utilized in a commissioned grade? If such a commission is not being offered in the Navy would it be possible for me to be released in order to accept such a commission in the Army?—B. L. W., HM3, V-6, USNR.

• There is no program for the procurement of naval officers in the field of social psychology at this time.

In regard to release, the Chief of Naval Personnel will authorize or direct the discharge of an enlisted person for acceptance of a direct appointment as an officer in another regular branch of the armed forces, or in a Reserve component provided the appointment is for active duty.—Ed.

Naval Aviators, Aviation Pilots Eligible for Lighter-Than-Air Duty

SIR: I have a flight instructor's rating and a commercial license and am familiar with all methods of air navigation. How should I apply for lighter-than-air duty? Is it possible to become a liaison pilot?—M.C., QMC, USN.

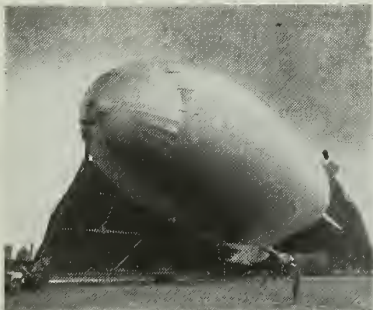
• Assignments to duty in a lighter-than-air activity are made by fleet

and shore administrative commanders to fill authorized allowances.

Personnel in the Pacific Fleet desiring LTA duty should submit requests via the chain of command to BuPers. Personnel in the Atlantic Fleet submit requests via the chain of command to ComServLant.

Personnel desiring shore duty in a LTA activity should submit a request for shore duty in accordance with BuPers Circ. Ltr. 36-50 (AS&SL, January-June 1950).

Only naval aviators and designated aviation pilots are assigned pilot duties in the LTA organization. Individuals who hold civilian pilot certificates are not eligible for designation as aviation pilots. It has been determined as a matter of policy that the qualifying of such persons under existing circumstances would be unproductive. Accordingly, it is desired that their services be used where their experience best fits them.—Ed.



LARGEST lighter-than-air craft is the Navy's new submarine-stalking ZPN-1.

Citizenship Requirements

SIR: I understand that citizenship requirements for candidates for Officer Candidate School and for other officer appointments in the Navy have been modified. Will you please advise me where official notice of this change in policy can be found.—C. R., SN, USN.

• The citizenship requirement for appointment in the U.S. naval service was modified to require that foreign born applicants be fully naturalized citizens of the United States. This change became effective following a memorandum of 27 July 1951 from the Undersecretary of the Navy to the Assistant Secretary of Defense. This policy was adopted in the interest of promoting uniformity in the requirements of all branches of the armed forces.

In regard to the OCS program, the modified citizenship requirement is stated in paragraph 8(D) of BuPers Circ. Ltr. 127-51 (AS&SL, July-December 1951).—Ed.

Release of One-Year Enlistees

SIR: I would appreciate some information on the release of one-year enlistees (USNREVS) who were recalled to active duty.

I read in the paper that the Navy was going to release from active duty certain Naval Reservists who are veterans after they have served 16 months during the Korean fighting. Does this mean veterans of the World War II only? Or does it include USNREVS who are veterans of a year's previous service in the Navy?—A.R., SA, USNR.

• USNREVS are not veterans as described by the Universal Military Training and Service Act (Public Law 51, 82nd Congress) or by the regulations promulgated by the Navy.

USNREVS—persons who enlisted in the Regular Navy for one year pursuant to the provisions of the Selective Service Act of 1948—were obligated to serve on active duty for one year. Following the year's active duty they were obligated to transfer to the USNREV, V6 Inactive, for six years, or to serve in the Organized Reserves for four years, unless sooner discharged by competent authority.

For release purposes, USNREVS, both active and inactive, fall under the same category as other non-veteran Reservists. The Navy's current program providing for the release of USNREVS divides them into two classes. Those who were not entitled to receive drill-pay at the time of recall may expect to be released after having served 22 months' active duty during the present tour. Those who were receiving drill-pay at the time of recall may expect to be released after having served 24 months' active duty during the present tour.—Ed.

NSLI Dividend

SIR: When and how will the dividend on National Service Life Insurance premiums now being paid be received by those eligible? I have not heard or read anything on the subject since I submitted my application for dividend seven months ago.—R.A.W., SN, usn.

• The Veterans Administration advises that a dividend check will be issued for each eligible policy as soon after its anniversary date in 1951 as is administratively feasible.

Personnel on active duty who have not requested a waiver of premiums authorized by the Servicemen's Indemnity and Insurance Acts of 1951 (Public Law 23, 82nd Congress, approved 25 April 1951), but who intend to do so should submit the proper premium waiver requests through their local command as soon as possible.

Currently the VA is processing premium waiver applications and at the same time is issuing dividend payments to the insured for the period premiums were actually paid. These dividends are not delayed until the anniversary date of the policy.

VA advises that personnel should not write to them concerning non-receipt of dividends until after 1 April 1952.

VA does not maintain a record of current addresses of policy holders who pay premiums by allotment. Each person on active duty who is eligible for the dividend should advise the VA on DD Form 461 (notification of address) of the address to which he desires his dividend check to be mailed. This form is not to be submitted by persons who pay premiums direct to VA, or to a VA district office.

If you have not submitted the notification of address form (an IBM card) to VA via your commanding officer, you can obtain the form from the disbursing officer or the ship's officer in charge of NSLI insurance. If you have submitted the form and your mailing address has been changed, a new DD Form 461 should be submitted.—Ed.

Mutiny and Gatling Guns

SIR: I've always had the idea that the Navy never had suffered a true mutiny, or at any rate never one that led to loss of life in its suppression. Looking at a very old copy of the *Bangor (Me.) Commercial* for 8 Sept 1876, I noticed a page one account of what was termed a mutiny on board USS *Franklin*, frigate, while at Leghorn, Italy.

This story, apparently picked up from a Paris paper's account, said that the commanding officer fired a Gatling gun.

I'm suspicious of this news story for a few reasons. In the first place, it is third hand, for the French paper quoted Italian sources. In the second place, a mutiny in a foreign port doesn't ring

PN Insignia

SIR: A few personnel men have different views on whether the PN insignia is representative of the Bible or a ledger. Can you settle this for us?—C.H.S., PN3, usn.

• According to U.S. Navy Regulation, 1947 (change No. 8), the specialty mark for personnel man consists of "Crossed manual and quill pen," manual uppermost, nib of pen front. The rating is an outgrowth of the yeoman rating. Duties of personnel men, however, emphasize personnel classification and training while those of yeoman emphasize clerical ability.—Ed.



quite true. Thirdly, I've never heard of the Gatling gun being used in the Navy.—W. B. R., LT, usnr.

• A check of Franklin's log for September 1876, reveals only one notation that might be considered pertinent—but the dates and facts don't jibe. On the 14th of that month, when the ship was about to sail from Ville Franche, France, the CO confused William Roberts, seaman, in double irons for drunkenness and for resisting the police. The ship reached New York 23 Nov 1876.

In the matter of mutinies, Naval Orientation (NavPers 16138 Revised) has this to say:

"It is notable that no U.S. man of war has ever mutinied or been in the hands of mutineers, while in other navies whole squadrons and fleets have mutinied. However, in 1842, the well known mutinous incident occurred in the U.S. Navy on the brig-of-war *Sommers*. It constitutes our only approach to true mutiny. The plot was hatched in the brain of Midshipman Philip Spencer, an ill-balanced youth, son of the Secretary of War. When the plot was revealed to Commander Alexander Slidell Mackenzie, a stern and pious officer, he immediately arrested Spencer and two other alleged leaders. A court of ship's officers promptly declared them guilty of 'attempting mutiny' and the three were hanged at the yardarm. A dignified ceremony followed. On a rough sea and by lantern light, the bodies of the three were committed to the deep. Later, Mackenzie was court-martialed when he returned to the U.S. but was acquitted."

The Gatling gun was officially adopted by the Navy in 1862, four years before it was officially adopted by the Army. A rim-fire, .58 caliber machine gun using six barrels, it was replaced around 1870 by a center-fire, .50 caliber, 10-barreled gun which saw considerable shipboard use.—Ed.

Passing Honors

SIR: Just what is being saluted when Navy ships pass one another and give passing honors? What are these passing honors?—R. J. T., HMH, usn.

• The rendering of passing honors between ships is essentially the same as the exchange of hand salutes among persons in the military service.

Passing honors are those honors, other than gun salutes, rendered on occasions when ships or embarked officials or officers pass or are passed close aboard. "Close aboard"—and these rules are interpreted liberally to insure that appropriate honors are rendered—means passing within 600 yards for ships and 400 yards for boats.

Passing honors between ships usually consist of sounding "Attention" and the rendering of the hand salute by all persons in view on deck and not in ranks. These honors become more detailed when rendered to leading government officials, such as SecDefense and SecNav. They reach a peak when a Navy ship passes a ship displaying the flag of the President. Then the prescribed honors call for the rail to be manned, the full guard paraded, ruffles and flourishes (four) rendered and the national anthem played.

When two navy ships meet and pass close aboard, the ship having the commanding officer that is the junior renders honors first. The other ship then returns the honors. There is a special case when an "embarked senior"—that is, a civil official or officer entitled to a personal flag—is on board. Ships of the Navy having "embarked seniors" whose flags may be flying are governed by the seniority of the embarked officials or officer in the rendering of passing honors.

More detailed information on this subject is contained in section five of the *Honors and Ceremonies* chapter of Navy Regs.—Ed.

Philippine PUC Ribbon

SIR: I would like to know where I can obtain a list of units and ships that have been awarded the Philippine Republic Presidential Unit Citation during World War II.—P. V. H., EN1SS, usn.

• The Secretary of the Navy has accepted the Philippine Republic Presidential Unit Citation as tendered to U.S. naval personnel. However, the wearing of the ribbon is first subject to Congressional permission and may not be worn by naval personnel until such time as a directive is issued authorizing personnel to wear the decoration.

The lists of ships and units which will be eligible for this award are not expected to be made public until such time as personnel are authorized to wear the ribbon.—Ed.

Which Is Oldest Service?

SIR: We have been having a discussion on which is the older organization—the Marine Corps or the Navy. Also, we would like to have your statements on the subject of the early armed forces.—N. C., HM3, USN, and PFC K. D. G., USMC.

• To get the facts for the answer to your letter, ALL HANDS turned to the Director of Naval Records and History, Rear Admiral John. B. Heffernan, USN. This is his reply:

"The Continental Congress, acting on a motion of John Adams of Mass., on 13 Oct 1775, provided for a Continental Navy, and established a committee to administer naval affairs. On 10 Nov 1775, the Congress provided for an organization of Marines. The actual service of the Continental Navy and the Continental Marine Corps began on 17 Feb 1776, when the first squadron of Continental vessels sailed from the Delaware River.

"At the end of the Revolutionary War, the Continental Congress abolished the Navy, and its ships were sold, its sailors and marines paid off, and the officers of both services surrendered their commissions. The last vessel of the Continental Navy, the frigate Alliance, was sold in 1785, and the last officer on active duty, Commodore John Barry, gave up his commission, after winding up the affairs of the Alliance. From that time until 1798 there was no Navy and no Marine Corps.

"The United States Navy and the United States Marine Corps came into being together in 1798, and the Marines served aboard ship as they do today and as they had done during the American Revolution.

"The Continental Congress elected one of its own members, George Washington of Va., as Commander in Chief of the Continental Army on 15 June

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• CASU 38: Reunion will be held in Nashville, Tenn., 21 to 23 Mar 1952. Details may be obtained from L. M. Steele, 427 E. Ferguson St., Tyler, Texas, or Granville H. Peets, 10432 Occidental Ave., Seattle 88, Wash.

• First Marine Division: The fifth annual reunion will be held in Washington, D.C., 8 to 10 Aug 1952. Information and application forms may be obtained from Col. Lewis W. Walt, P. O. Box 84, Alexandria, Va.

• USS Hornet (CV 12): Active and inactive ship's company are requested to contact the chairman of the 1952 USS Hornet (CV 12) club reunion for information regarding a planned reunion at a date to be

decided. The organization also is interested in contacting other ship organizations of the Essex class and CVL carriers to arrange a reunion of all carrier personnel. For further details address Saul A. Caster, Box 12, Brooklyn 35, N.Y.

• USS Gleaves (DD 423): All members interested in a reunion to be held in the near future, with time and place to be decided, contact John M. Rexroad, 117 Pocahontas St., Buckhannon, W. Va.

• USS LSM 413: All members interested in a reunion to be held in the near future, with time and place to be decided, contact H. Fred Riedel, Jr., 843 Decatur St., N.W., Washington 11, D.C.

• E10-311 Repair Unit, Amphibs: All former members interested in a reunion to be held in the summer of 1952, probably in Cleveland, Ohio, contact Kenneth D. Hollis, 14709 Corridon Ave., Maple Heights, Ohio.

1775. Washington's commission was actually dated 19 June, and was received by him on the 20th. He departed from Philadelphia that day and took command of the Army at Cambridge, Mass., on 3 July 1775.

"The Army which General Washington took over was in fact a collection of militia units from the various Colonies, and Washington, subsequently, drew up a plan for organization of Continental Army units responsible directly to the Congress. This new organization went into effect on 1 Jan 1776, and, consequently, it is sometimes stated that the Continental Navy and Continental Marine Corps antedated the Continental Army.

"At the close of the Revolutionary

War the Army was reduced in size by the Congress, but an Army continued to exist throughout the period when the government was carried on under the Articles of Confederation. This small Army was in existence when the Constitution of the United States came into effect in 1798. The first Congress provided for the establishment of a War Department, and it took over the existing Army and made it a United States Army.

"The Massachusetts Militia who fought the battles of Lexington and Concord became the nucleus of the Militia Army which gathered around Boston in 1775. This force developed into the Continental Army which in turn became the U. S. Army."—ED.

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U.S. Navy's Youngest Officer Was Age 3

HOW YOUNG was the Navy's youngest officer?

Not long ago ALL HANDS was notified by an ensign that he was, at 19, the youngest in the service. That bit of information was printed, and ALL HANDS never heard the last of it. Claims and counter-claims arrived from all sides, starting one of the greatest Letters to the Editor controversies of all time. ALL HANDS had to give up printing them.

As a matter of editorial self-defense, here is the name of the all-time one-man title holder, the inscrutable champion, the youngest officer ever in the Navy: Samuel Barron. He was "on duty" at half pay and allowances when he was three years and four months old.

His closest competitors (who could handily beat out anybody writing to ALL HANDS today) were hardly in the same class with Sam'l. For the record, they are:

- David G. Farragut, hero of Mobile Bay and author of "Damn the torpedoes, full speed ahead!", entered the service when he was nine and a half.

- The same pertains to Duncan N. Ingraham, who risked war with Austria by rescuing an American citizen from an Austrian brig.

- Louis M. Goldsborough, fighter of pirates and Mexicans, explorer of California and Union naval commander, was handed a midshipman's warrant at the age of seven years and 10 months.

So Midshipman Sam'l Barron, age three, has no more youthful peer in U.S. Navy history. (It was different in the British Navy. Cases on record show that future

James' frigate *Chesapeake* and took off four crewmen the British claimed were deserters from their own Navy.

Almost any skipper would have been surprised, because the U.S. and Britain were supposedly at peace in that year of 1807. But Uncle James was nevertheless court-martialed and found guilty of "neglect to clear ship for action." He was suspended from duty for five years, from 1808 to 1813.

This was quite a blow to the old sea-going family. The tradition of "always a Barron in the Navy" was now suspect, since the only Barron on the Navy rolls was the suspended James Barron.

So it happened that sometime between 1810 and



1812 someone conceived the idea of securing a midshipman's warrant for young Sam'l.

At any rate, young Sam'l was appointed a midshipman on 11 Apr 1812. He had barely learned to steady up his land legs when his first pay check arrived. His pay was half of the regular midshipman's pay of \$19 per month, plus two rations. Midshipman Sam'l also received a few cents a day in place of his grog ration which the Navy, with a view toward propriety, would not allow the three-year-old to imbibe in the usual manner.

Nothing in the record indicates that the middle mite ever spent a day on active duty until he reached the ripe old age of eight. He was at home until ordered to report to the Norfolk Navy Yard in 1816.

USS *Columbus* was Sam'l's first sea assignment, and he reported on board early in 1820. *Columbus* sailed for the Mediterranean and Midshipman Sam'l was on his way to compiling a creditable record. He fought



pirates when he was only 14, sailed in the ship escorting General Lafayette back to France, and made lieutenant after being a midshipman for 15 years. He commanded several warships, guarded Americans in Syria and Liberia, and sailed many seas.

A captain in 1861, he resigned from the U.S. Navy to take command of the Virginia Navy. He was captured by Union forces but was paroled and exchanged, became flag officer of the Confederate naval forces in Europe, and returned to Virginia in retirement when the Southern cause was lost.

He died at the age of 79, and his record as midshipman at the age of three is likely to stand for the future as well as the past.



British Navy officers were entered on the rolls as early as age one. Their skippers collected the pay and allowances and the five pounds in "bounty money.")

Ever since Sam'l's great grandfather founded the Hampton, Va., family, the Barrons were followers of the sea. The family tree shows one commodore and six other officers in the Virginia Navy during the Revolution, two commodores and a captain and many other officers in the U.S. Navy, and one commodore and other officers in the Confederate Navy.

Of the 27 male members of the family, 21 followed the sea. Nine of them were lost at sea. Through seven successive generations, Barrons served as officers in the armed forces, holding continuous high command for 125 years. A Barron commanded the Virginia Navy at two times of crisis—during the American Revolution and 81 years later during the Civil War.

Sam'l, born 28 Nov 1808, was only two years old when his father died suddenly from what was then called "Asiatic fever." Sam'l's uncle, the famous James Barron, adopted the small boy.

Uncle James was in disgrace at the time, having been court-martialed and suspended from duty for his part in the *Chesapeake-Leopard* affair, in which the British frigate *Leopard* made a surprise attack on Uncle



BALL GETS AWAY from catcher as J. G. Caldwell, EM2, of USS *Eldorado*, slides in to give his team a tight 1-0 victory over a San Diego church squad.

Kirby Seals Wins Again

AirPac's All-Navy ring champ Kirby Seals, SH3, usn, of NAS San Diego, won the heavyweight title for the fourth straight year in the annual San Diego area Armed Services YMCA tourney. He captured the 1951 trophy with a TKO in 2:49 of the first round.

Seals is expected to make a strong bid for selection to the 1952 Olympic team when the cream of Navy's boxing crop swap punches in the

All-Navy boxing tournament to be conducted this year for the purpose of choosing Olympic trial candidates. For the past three years, Seals has held the San Diego area heavyweight championship, and for two years the western area golden gloves title. He has been All-Navy champ since 1949.

At the YMCA tourney, CruDesPae sluggers won four crowns to edge out NTC San Diego, 22-20, in the overall match point scoring.

Mythical All-Navy Champs

The Naval Training Center Blue-jackets of San Diego, Calif., have completed one of the finest football seasons in their history by winning the mythical All-Navy championship with a 30-7 decision over NTC Great Lakes, Ill., in a post-season appearance on the Californians' gridiron.

Although no official All-Navy tilt was scheduled for the 1951 season, the honor of being the Navy's top team of the year is generally conceded to San Diego. These 11th Naval District and West Coast Conference champs, undefeated in service competition, won seven of their nine regular-season meetings, the pair of losses being to the strong Southern California Trojans and to unbeaten, untied University of San Francisco, the latter being ranked 14th team of the nation in the final AP gridiron poll.



GOOD FORM is displayed by Max Ivie, SN, USN, as he negotiates a hurdle at a Tokyo horse show

Outstanding Season

Baseballers of *uss William M. Wood* (DD 715), the 1951 Destroyer Atlantic Fleet champs, established an enviable record of 22 wins against a single loss. The DesLant title was clinched with 14 straight victories.

The team continued their ball-and-glove activities until after mid-November when the ship moved to Guantanamo Bay, Cuba, for refresher training. There, the *Wood* wood-swingers chalked up eight more wins in contests which included aircraft carrier teams. It was during the Cuban competition that the destroyer cup-holders suffered their single defeat, and that by *uss Warrington* (DD 843) nine whom they had knocked off earlier in the season during the DesLant eliminations.

Shooters Win National Honors

The first national .45 caliber pistol championship trophy ever won by a Navy team has been presented to Secretary of the Navy Dan A. Kimball. He accepted the National Rifle Association's silver bowl on behalf of the four-man Navy team which won top honors in the 1951 .45 National Match Course competition at San Francisco last fall.

The expert shooters to bring this highly-prized trophy to the Navy, were L. M. Rizzolla, AFC, usn (high scorer in the event), then stationed at NAS Anacostia, D. C.; CHMACH, O. Pinion, usn of NAS Whidbey Island, Wash.; L. W. Yocum, GMC, usn, of NAU Sandia Base, Albuquerque, N. M.; and F. R. Chow, TDIC, usnr, of 11th Naval District headquarters, San Diego, Calif.

The Navy pistoleers defeated more than 20 of the nation's top service gun club and police teams to win the NRA title with 1146 points. Second honors went to the Marines with 1138, and the Army team took third with 1133.

The NRA's national high-power rifle championship and national individual rifle match was won by Marine shooters competing in the service rifle division against 350 expert riflemen from across the nation representing the Army, Navy, Air Force, Marine Corps, and National Guard. The rifle matches were held at Camp Matthews, San Diego.

Navy Gridders Romp Over Army

The sodden sod of Philadelphia's Municipal Stadium still sags under the pigskin performance stomped over its chalk marks in Navy's 42-7 depth-charging of Army.

Although the 1951 rout lacked the sheer dramatics of Navy's climactic 14-2 upset of West Point's 28-game-straighters the previous year, this latest victory has gone down in Annapolis annals as the most "record-settingest" of the 52-game rivalry started back in 1890.

Overseas Bases Get TV Shows

Top-flight television shows will soon appear at many overseas bases, in the form of film recordings, according to a plan formulated by the Department of Defense and four major video networks.

The delayed-telecasting with all the original sound effects will include shows on the top of the popularity lists such as Milton Berle's Star Theater, Your Show of Shows with Sid Caesar and Imogene Coca, the Hit Parade, Amos and Andy, Fay Emerson's show, Manhunt, and Man Against Crime.

The kinescope film recordings of the TV shows from the United States will be recorded on 16-mm. film and shipped to overseas bases of the armed services. A joint board of military and naval authorities makes selections from among the



LEATHER CARVING is fast becoming popular off-duty hobby at NAS Moffett Field, Calif., thanks in part to expert guidance of Anthony Kizis, CSC, USN.

combined features of all the networks.

Commercials are deleted but sponsors are allowed courtesy lines.

TV Authority, an organization representing the artists and show people, and the American Federation of Musicians and Broadcast Music, Inc., have waived royalty rights on all shows for armed forces distribution.

First shipments of films went out in October, going to Army, Navy and Air Force bases in the Far East areas. Initial distribution is limited, but plans are to include as many overseas stations and ships as possible in distribution of the TV programs.

Swimmin' Sailor Sets Records

Hopefully eyeing a berth on the U. S. Olympic swimming team is 21-year-old George W. Schmidt, EN2, usx, of *uss Coucal* (ASR 8).

While his submarine rescue ship was on a tour of duty with U.N. forces in the Far East, Schmidt competed in the All-Service Swim championships at Yokosuka, Japan, and won the 400, 800 and 1,500 meter free-style events, establishing new pool records in each. He also won the award for "most valuable swimmer" of the meet.

Schmidt should feel perfectly at home in the water, for besides his swimming prowess he is a qualified submarine sailor as well as a deep sea diver, second class.

Football Hall of Fame

RADM John H. Brown Jr., usx, Commandant of the 4th Naval District, has been named as one of 32 gridiron greats to be selected for the first roster of the new Football Hall of Fame at Rutgers University, New Brunswick, N. J. The 60-year-old flag officer is the only former Navy player to be chosen from among more than 300 players and coaches nominated for this highest football honor.



21-YEAR-OLD Dick Knight, PNSN, led his Navy-Marine team to victory in the Hawaiian inter-service tourney.



POOL PLUNDER won in swim meets in Far East is displayed by George Schmidt, EN2, of *USS Coucal* (ASR 8).

SIDELINE STRATEGY

One of the Navy's busier young sportsmen is Don Collett, JOC, USN, of NAS Memphis. A former Pacific Fleet tennis

champ and All-Navy net star, Don last year won the Navy Memphis men's singles crown, and later he and team-



Don Collett, JOC

mate Bob Schreiber, TD2, USN, annexed the Memphis area doubles title. In addition, Don managed to club his way to runner-up spot in the Navy Memphis golf tourney, losing out to Ben Jennette, AMC, USN, in a "sudden death" 19th-hole playoff when Jennette sunk a 15-foot side-hill putt for a birdie three. The irony of this situation was that Collett's chip shot from just off the green sneaked a yard beyond the edge of the cup, while Jennette's approach rolled five yards from the hole. Thus, Jennette, being "away," had first shot and popped a 15-foot putt smack into the golden goblet for the title. Turning momentarily from sports pursuits, Collette has been on TAD at Journalist School, NTC Great Lakes, as one of a handful of representative JOs selected to prepare a Navy Journalist's Manual.

* * *

Reading is believing! "How to Make a Hole-in-One," an article intentionally of a humorous nature, appeared awhile ago in the Fleet Air Hawaii Golf Bulletin. But at least one enthusiastic linksman took it seriously. He was LTJG W. P. Paradis, USN, who, soon after absorbing the piece, went out to the Leilehua course for an

afternoon round and from the third tee drove his ball plop into the dipper 150 yards away. It was his first hole-in-one, and could well be his last. The current odds against getting an ace are one in about 11,000 shots.

* * *

Sportswise, baseballs are still in mothballs, but we note that LCDR "Mickey" Cochrane, USNR, former catcher of the Athletics and Tigers and manager of the Detroit nine, has completed his annual stint of Reserve training. It brings to mind that during the war years "Mickey" coached the NTC Great Lakes hardballers to 115 victories against only 24 defeats—a zooming percentage of .827 plus!

* * *

Transfer to duty afloat, of necessity, occasions abandonment of many shore-based sports activities. Not so, however, for skeet shooters who happen to find themselves assigned to USS *Magoffin* (APA 199). While at sea, conditions permitting, shooting practice from the navigation and flying bridges is a regular routine, the program being sponsored and financed by the ship's welfare and recreation department.

* * *

When Great Lakes and Drake U. met on the gridiron last fall, the "Lakers" came out on the short end of a 35-20 tally. All of which left little for the NTC press pluggers to headline about. To add injury to insult, as it were, the only serious "wound" of contest was suffered by "Red" Leiter, JO1, USN, co-head of the "Lakes" football publicity department. En route to the press box, he sprained his ankle.—Ernest J. Jeffrey, JOC, USN.

Football Champs

Leatherneck gridsters of Marine Corps Recruit Depot, Parris Island, S. C., won their first All-Marine football trophy by blasting MCRD San Diego, Calif., 30-13, at Parris Island as the East and West Coast champions met in the 1951 All-Corps playoff.

The "PI" title holders took the field as pre-game favorites by virtue of an earlier season's 16-9 win over the same San Diego team when the two recruit depots clashed at Savannah, Ga., in their third annual "Boot Bowl" contest. At that time, San Diego already had clinched the West Coast title, although the East Coast championship eliminations had not been completed.

NB Runners Win ND Race

With the temperature slightly below freezing and wind gusts hitting up to 40 mph—conditions definitely unfavorable to thin-clad activities—Newport Naval Base runners won the First Naval District team five-mile road race at Boston.

Finishing behind the Newport harriers, in the order named, were the entries of Quonset Point, Boston Naval Base (Team 1), Boston Naval Base (Team 2), USN and Marine Training Center of Providence, Boston Group Atlantic Reserve Fleet, and Portsmouth Naval Base.

The individual competition was easily won by NAS Quonset Point's famed marathoner and Olympic team prospect, John P. Lafferty, AD1, USN, who finished three minutes ahead of Alexander Fleming, YN1, USN, of Newport Naval Base. Third place in the 42-starters race was won by C. A. Dickerson, SN, USN, of Newport.

Christmas Trees

Thanks to mid-summer planning by Navy supply officers, U. S. sailors the world over were able to indulge in Christmas tree trimming.

Orders for thousands of evergreen trees were contracted months before Christmas so that they would arrive at coastal supply centers in time to be shipped for arrival at destination well ahead of 25 December.

Trees were shipped in chilled condition to retain the fresh, green scent of the old-fashioned Christmas "back home."

How Naval Districts Affect Your Career

ON LOOKING OVER the map on the next two pages, the average sailor might say, "So the Navy has naval districts—well, how do they affect *me*?"

Existence of these districts has more bearing on you than you may realize. This is especially true when you are in one of them.

For example, suppose you're on a ship entering a Stateside naval shipyard. The district craft that service your ship—harbor tugs, yard oilers, water barges, ammunition lighters—all come under the district commandant. Your ship and her crew have distinguished themselves in overseas operations. The public information people who are waiting to write up these exploits and to take photographs also may be from the staff of the district commandant.

Go ashore on liberty. What uniform you wear in this area probably has been decided by the district commandant. Shore patrols—who make sure you wear that uniform properly—are also a responsibility of the district commandant.

Perhaps you check into the local receiving station to await assignment to new duty, or report to a separation center. In either case the men who handle your records, who detail you to working parties and who prepare your meals are some of the "commandant's boys" either directly or indirectly.

If you request "Bureau" shore duty you indicate your choice of duty by specifying first the naval district and then the city you prefer.

These, then, are just a few of the ways in which the naval districts, through the military command of the commandant, have a bearing on you during your service career.

Just what is a naval district? Briefly, it is one of a number of geographically defined areas established by the Secretary of the Navy. In command of each district is an officer known as the "Commandant." Among his other qualifications he must be an officer of the line eligible for command at sea. Each commandant in his area is the representative of the Secretary of the Navy, the Chief of Naval Operations and the appropriate sea frontier commander.

In addition, the commandant is the direct representative of the various Navy Department bureaus and offices within the area of his command.

If you think of the commandant as the branch or district manager of a vast administrative organization, you'll have an idea of the over-all picture.

Dividing the country into districts is not an exclusive Navy device. Large companies, for example, similarly divide the country into districts to facilitate administration. The Army and Air Force have their own counterparts of the Navy's districts. Known as *areas*, these Army and Air Force areas agree geographically with naval districts in many instances.

The various naval districts and river commands help form one of the categories of command organization through which the CNO exercises his command. The two naval river commands (Potomac River Naval Command and Severn River Naval Command) are similar, in just about every respect except size, to the

various districts. Sea frontier commands are larger divisions, encompassing land and water areas that are more extensive than those covered by the district commands. In command of the sea frontiers are ranking admirals who are senior to the district and river command commandants.

We've had a look at what goes on from the district commandant on up and a glimpse of the relation of the district to you. Now let's take a closer look at other activities of the commandant that affect you.

To say that a commandant has many irons in the fire is an understatement. A chart issued a few years ago by the Office of the Chief of Naval Operations might serve to show what goes on in an average naval district. This chart shows the break-down of functions of a typical district staff. These functions range from administrative assistance on dental matters through billeting of naval personnel and on to salvage and conservation of material.

Except for a few activities—fleet commands, Naval Air Training, Naval Airship Training and experimental commands, Marine Corps support activities (and hospitals serving those Marines)—all naval activities in the geographical limits of his district are under the commandant's military command. However, these excepted activities are subject in numerous instances to "coordination control" of the district commandant.

Moreover, under certain conditions even the above activities come under the commandant's military command. Say for example in the event of a local disaster, emergency or attack endangering that district.

District commandants—and this holds true for the naval river commandants too—exercise military command and coordination control through their established subordinate commanders or through commanding officers or officers in charge of activities. For instance,

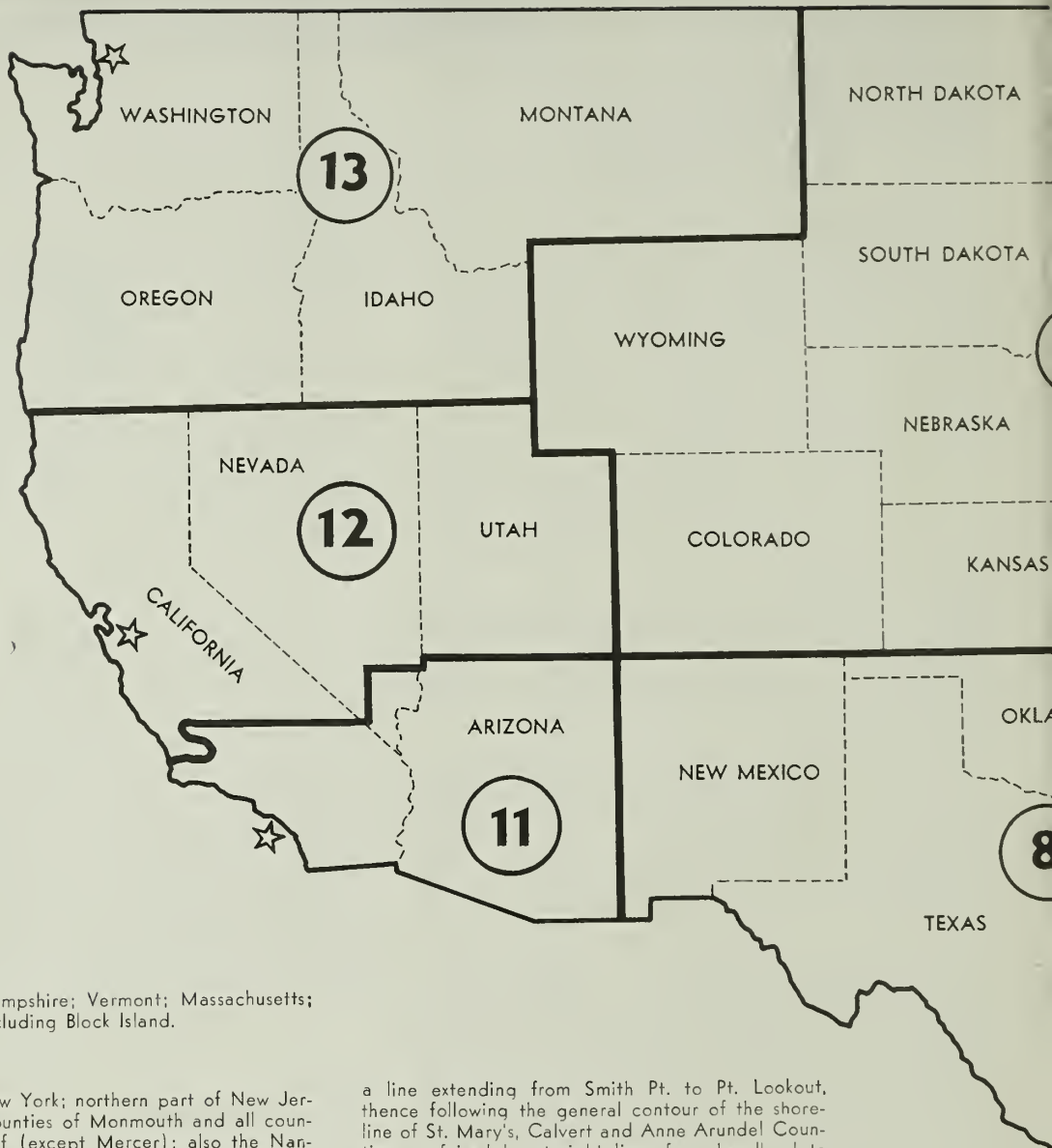
(Continued on page 34)

What Happened to 2nd and 7th?

At one time there were 2nd and 7th naval districts, but their areas became incorporated into other districts. Rather than renumber all the other districts—whose designations were more or less firmly fixed—the Navy simply let the 2nd and 7th designations go by the board.

Both districts were created in 1903. The 2nd was abolished in 1910 by a circular letter of the Bureau of Navigation (predecessor of the Bureau of Naval Personnel). Its area was absorbed into the 1st NavDist, with a small amount added to the 3rd NavDist.

In 1948 the Secretary of the Navy sounded the death knell on the 45-year old 7th NavDist when he incorporated the area of the 7th into the 6th NavDist, whose headquarters are at Charleston, S.C. The boundary changes facilitated administration of the Navy's shore establishment, and brought the districts in closer alignment with Army area commands.



1—Boston

Maine; New Hampshire; Vermont; Massachusetts; Rhode Island, including Block Island.

3—New York

Connecticut; New York; northern part of New Jersey, including counties of Monmouth and all counties north thereof (except Mercer); also the Nantucket Shoals Lightship.

4—Philadelphia

Pennsylvania; Ohio; part of New Jersey, including counties of Mercer, Burlington, Ocean and all counties south thereof; Delaware, including Winter Quarter Shoal Light Vessel.

5—Norfolk, Va.

Kentucky; Maryland, less A. Arundel, Pr. Georges, Montgomery, St. Mary's, Calvert and Charles Counties; West Virginia; Virginia, less Arlington, Fairfax, Stafford, King George, Prince William, Westmoreland Counties and the City of Alexandria; also the Diamond Shoal Lightship and all waters of Chesapeake Bay, including its arms and tributaries, except waters within the Fourth Naval District and the counties comprising the Potomac River and Severn River Naval Commands west of

a line extending from Smith Pt. to Pt. Lookout, thence following the general contour of the shoreline of St. Mary's, Calvert and Anne Arundel Counties, as faired by straight lines from headland to headland across rivers and estuaries.

The Potomac River Naval Command

comprises the following areas, excluding the Navy department: The Potomac River up to Great Falls, the District of Columbia and the counties of Prince Georges, Montgomery, St. Mary's, Calvert and Charles in Maryland, and Arlington, Fairfax, Stafford, King George, Prince William and Westmoreland in Virginia, and the City of Alexandria, Virginia.

The Severn River Naval Command

comprises the county of Anne Arundel, Maryland.

6—Charleston

North Carolina; South Carolina; Georgia; Alabama; Florida; Tennessee and Mississippi.

8—New Orleans

Louisiana; Arkansas; Mexico.

9—Great Lakes, Ill.

Michigan; Iowa; Missouri; Minnesota; Illinois;

10—San Juan

All United States reservations and lands within an area bounded by latitude 25°00' N. to a point on the

THE NAVAL DISTRICTS



11—San Diego

Arizona; Clark County in Nevada, southern part of California, including counties of Santa Barbara, Kern, and San Bernardino and all counties south thereof.

12—San Francisco

Utah; Nevada, except Clark County; northern part of California, including counties of San Luis Obispo, Kings, Tulare, Inyo, and all counties north thereof.

13—Seattle

Washington; Oregon; Idaho and Montana.

14—Oahu, T. H.

Hawaiian Islands and islands to westward, including Midway, Wake, Kure, Johnston, and Sands Island and Kingman Reef.

15—Balboa

Panama Canal Zone

17—Kodiak

Alaska.

Texas and New

Indiana; Kansas; Nebraska; Wisconsin; Wyoming.

possessions, naval on shore located ws: Beginning at 2°00' W.; thence Cuba in latitude

22°47' N., longitude 79°47' W.; thence westerly around shore of western Cuba and easterly along shore to Cienfuegos Light in latitude 22°02' N., longitude 80°27' W. (The land areas of the Isle of Pines and other small coastal islands of Cuba are included in the Tenth Naval District); thence south to a point in latitude 18°05' N., longitude 80°27' W.; thence to Punta de Gallinas, Colombia; thence along international boundaries to include all of Venezuela, British Guiana, Surinam and French Guiana, to and including eastern boundary of French Guiana; thence east (true) to a point in approximate latitude 4°20' N., longitude 50°20' W.; thence northwesterly to a point in latitude 25°00' N., longitude 65°00' W.; and then westward to point of origin.

History of the Naval Districts

The great grandpappys of the present naval districts came into being during the Civil War. Confederate raiders would now and then make hit-and-run raids to burn shipping within sight of Northern shores. The local navy yard commandants, taking exception to these raids, improvised their own defense forces who then went in pursuit of the Johnnie Rebs.

From the end of the Civil War until the days of the Spanish American War little was done in the way of regional defense organizations. The Spanish Fleet played a large part in the creation of what later developed into the present districts. Fearing an attack by the Spaniards, citizens of Atlantic coast cities clamored for naval protection. The attacks never materialized, but the Navy responded to the citizens' demands by creating a small-ship "mosquito fleet", manned principally by the local naval militias.

So that the control of these scattered forces would be decentralized, nine temporary districts were established: six on the Atlantic coast, two on the Gulf and one on the Pacific coast.

Four years later, in 1902, three "naval defense districts" were set up. One extended from Cape Cod to Barnegat, N.J.; a second included the whole Gulf coast; the third, the Pacific Coast.

The following year, 1903, saw great strides made toward the present district system. Thirteen districts, three on the Great Lakes, were set up.

A constant series of developments spurred on by the Navy's participation in World War I transformed the simple pre-war setup into the complex organization which existed at the outbreak of World War II.

World War I days also saw the inclusion of outlying possessions into the naval district picture. In 1916 Puerto Rico was brought into the 3rd, Alaska into the 13th and a new district—the 14th—was established to include "Hawaii and islands of the Pacific Station." Finally, in 1919, the 15th and 16th naval districts came into being. The former included "waters adjacent to Panama Canal exterior and inner limits of Defense Sea Area." The latter included the Philippine Islands, with headquarters at Cavite.

The fast-growing west coast saw the creation of a new naval district in 1921. The 11th, with headquarters at San Diego, Calif., was carved out of the 12th, which had its headquarters at San Francisco.

There were no further changes until New Year's Day, 1940. On that day a new 10th NavDist became effective. It included Puerto Rico and the Virgin Islands.

The day after Pearl Harbor, 8 Dec 1941, saw the establishment of the two quasi-districts, the naval river commands.

Last of the districts to come into being was the 17th NavDist. Created in 1944 from the Alaskan portion of the 13th NavDist, it has its headquarters at Kodiak.

(Continued from page 31)

a receiving station ship's company is commanded by the CO of the "RecSta". The CO, in turn, is subject to the military command of the naval district commandant.

How widespread are a naval district's activities? Perhaps the best way to determine this is to consider the functions that a district commandant—currently each is a two-star admiral—is charged with and which in turn are carried out by Navy men and civilians.

- He provides and coordinates logistical and operational support to the operating forces as necessary.

- He is responsible for all matters affecting the procurement, maintenance, morale and training of Naval Reserve personnel—with the exception of certain Naval Air Reserve matters.

- He is charged with the military defense of his district and with providing aid during local disasters or emergencies. All naval facilities within his district and all Naval and Marine Corps personnel assigned to those activities are at the commandant's disposal in the event of such a local disaster, emergency, or attack endangering his district.

- In public relations matters, the commandant is the direct representative of the Navy Department for all naval activities within his area.

- Each commandant maintains within his districts an intelligence service. This service includes such intelligence matters as affect the security of naval activities within the district and such operational intelligence matters as are required by the commander of the sea frontier in which the district is located. The commandant also maintains close relations with Intelligence officer for the forces afloat.

- The operation of the Naval Communication Service within his district is another of the commandant's responsibilities.

- He coordinates action with the local representatives of other government departments and cooperates with Army and Air Force authorities located in the district in the preparation and execution of war plans and plans for handling local disasters or emergencies.

- The district commandant's functions also include the distribution of naval personnel ordered to him for assignment; maintenance of prescribed standards for shore patrol, uniforms, general welfare; and other matters which have a direct bearing on the discipline and morale of the Navy or its relations with the public.

- District legal matters and district printing and distribution also add to the list of the commandant's functions.

An exception to the above listed USNR function of commandants is found in the diminutive Severn River Naval Command. Reserve matters in this Annapolis-centered command are under the control of the Commandant, Potomac River Naval Command.

Try reaching or moving around in a stateside naval activity without brushing against some component of the local commandant's organization. Even if you paddle a punt into a flooded drydock on the mid watch, his long arm will reach you. For the drydock is a part of the industrial department of a naval shipyard. The shipyard is a component of the naval base—and naval bases located within naval districts are under the military command of the district commandant.

TODAY'S NAVY



LATEST THING in attack submarines, USS Wahoo (SS 565) slides down the ways at Portsmouth, N.H., the fourth in new class of potent undersea vessels.

Shipbuilders Try 'Scarfig'

The decreasing supply of long virgin timber has been until recently a major problem for BuShips engineers designing wooden vessels, particularly minesweepers.

They solved the problem by lengthening ships' planking without nature's help, by use of an efficient and inexpensive process.

Take a craft that had to be built with shortened hull and deck planking according to previous methods. An average wooden sweeper with these short-length timbers, say about 24 feet long, required nearly 1,000 strengthening wood-and-metal joints between the timber ends. Such butt joints are costly and require critical copper in their construction, and the only alternative appeared to be a larger supply of long timber. However, there are only 50 mills in the country able to cut and treat these longer lengths, while more than 5,000 mills can furnish the shorter lengths.

Putting their heads together, BuShips experts came up with a plan to lengthen the short timbers without resorting to the costly joints. The process involves no more than gluing short lengths together in a

"Scarfig" process—that is, adhesively locking notched ends of timber together without sacrificing the strength of the joined timbers.

Two factors make the new process possible. First of these are the new powerful marine glues which are resistant to salt water. Second are improved scarfig machines that employ the principle of a gang saw, which can cut the scarf designs to necessarily close tolerances for the timber ends.

The new process saves both essential material and labor costs. What's more, it knocks 1,000 pounds off the weight of a small wooden minesweeper and produces corresponding weight savings in larger vessels.

Attack Submarine Launched

uss Wahoo (SS 565)—the submarine with a name like a war whoop—slid down the launching ways of the Portsmouth (N.H.) Naval Shipyard, bringing up to six the number of the Navy's potent, snorkel-equipped attack submarine.

These submarines are the Navy's most potent underseas vessels. Shorter than older type subs and with reduced crews of six officers and 56 men—and with no deck guns—these new attack submarines have added punch in their increased maneuverability, greater torpedo-firepower, and greater submerged speeds.

The names of famous wartime submarines are given to the new attack submarines. The original Wahoo, for instance, made history by sinking an entire Japanese convoy and its escort in a 10-hour running gun and torpedo battle. This Wahoo, in turn, took its name from a West Indian food fish—not, as many wrongly assume, from an Indian war cry.

Million Safe Man-Hours

One man would have to work continuously for 500 years, not losing a single day of work due to carelessness, to equal the safety record established by the Navy and civilian personnel employed at the Naval Ammunition Depot at Lualualei, Oahu, T. H.

The depot, commissioned in May 1934, has had only 184 minor first aid cases without lost time since 1 Jan 1951.

YESTERDAY'S NAVY



warfare, 1 Feb 1917. Allies began offensive, Rhine River, 23 Feb 1945.

Gun "Peacemaker" on board USS Princeton burst killing SecNav Thos. W. Gilmore and others, 28 Feb 1844. Germany began unrestricted submarine warfare, 1 Feb 1917. Allies began offensive, Rhine River, 23 Feb 1945.

FEBRUARY 1952

SUN	MON	TUE	WED	THU	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	



SERVICE SHOW—Part of all-male cast of 'Circa 98' a musical comedy staged at Philadelphia's Town Hall by area servicemen, get their final make-up check.

Retires After 44 Years' Service

Master Sergeant Harry D. Bartley, USMC, retired the other day at the age of 76. With 44 years and seven days' continuous active duty on the books, he set the record for the longest period of active duty in the history of the Corps. He also had the distinction of being the oldest marine on active duty.

The "Old Sarge" joined the Marines in 1907 and received his recruit training at the Marine Barracks,

Brooklyn Navy Yard. In those days, recruit camp took up only 10 days of a marine's time.

Master Sergeant Bartley saw action in Cuba, Santo Domingo (Dominican Republic) and twice in Haiti. He also served in Hawaii and at many stateside Marine bases.

Mobile Power Plant

A mobile electrical power plant capable of meeting the needs of a city of 10,000 population—afloat or ashore—has been designed by Navy civil engineers.

A compact prototype plant is being constructed under supervision of the Bureau of Yards and Docks, designed to fit a 70-foot railroad car. The plant will be removable for barge or shipboard operation. Capable of quick sea transportation in cases of emergency, its 4,000-kilowatt gas turbine generator will have voltage (from 11,500 to 13,800 volts) and can be easily connected to existing electrical systems. The mobile power-house can be operated by one man and carries a supply of fuel oil sufficient to operate it at full load for four hours.

The mobility of the plant recalls incidents where Navy ships in the past have come to the aid of coastal cities when power plants were knocked out of commission by storm or catastrophe. Because of its mobility on land or sea, the plant is likely to see service overseas.

Navymen See the World

"We joined the Navy and saw the sea" is a familiar saying among sailors. Some Navymen—returning from expeditions through the hot sands of Africa or the icy polar regions—might want to modify it, however, to "We joined the Navy and saw the desert" or "the Arctic."

Year after year, naval personnel on scientific expeditions journey to distant points on the globe, by plane, ship, railroad and, sometimes, dog-sled or camel. These experts are constantly adding useful information to the growing store of knowledge of ocean currents, topography, climate, atmospheric conditions and the like.

A crew has been sent to the Arctic to study conditions there. Another expedition, "Operation Midpac," discovered an underwater mountain range between Hawaii and Bikini while taking depth soundings in the Pacific two summers ago.

Now a desert project is about to get underway. Early in 1952, the Navy plans to send an expedition to Khartoum, Anglo-Egyptian Sudan, to make radio observations of a solar eclipse. On 25 February, the sun will be totally eclipsed by the moon for about three minutes and Khartoum will be directly in the path of the eclipse.

This will be the third eclipse expedition sponsored by the Office of Naval Research. It is expected to clarify conflicting measurements of the sun's atmosphere. ONR hopes the information gained will be useful in improving long-range radio communication and weather forecasting. Another ONR project, "Operation Skijump," established a record for the northernmost ice landing of a U.S. Navy plane. On a test flight from Point Barrow, Alaska—headquarters for many of the Navy's Arctic expeditions—a ski-equipped B4D plane landed on ice at a point only 820 miles south of the North Pole.

In operations of this type—made to find good locations for weather stations—"touch-and-go" trial landings are made before actually stopping on the ice. When the plane does land, two oceanographers quickly take an "ice sounding" with a portable chain saw to determine if the ice is safe.

One rather hair-rising experience

Wave Is Ike's Secretary

An enlisted Wave, Helen E. Weaver, YNC, USN, has been named secretary to General Dwight D. Eisenhower at Supreme Headquarters Allied Powers Europe.

She is one of five enlisted Waves assigned to SHAPE. Two others, Helene A. Hirsch, YNC, USN, and Dorothy L. Matz, YN1, USN, work for general officers. Helen L. Ramsey, YN1, USN, is assigned to the Intelligence Division and Ruth D. Kumfert, YN1, USN, handles secretarial work in the Policy Branch of the Plans, Policy and Operations Division.

Chief Yeoman Weaver is the first of three secretaries representing each of the services on General Eisenhower's staff, in accordance with his expressed desires. The other two secretaries have not yet been assigned.

occurred when a sounding showed a mere 18 inches of ice—plus about two miles of water—under the 30,000-pound plane. One of the oceanographers noticed, at the same time, that there was a three-inch depression under the plane's skis. All hands hopped aboard for a quick departure. The total time spent including landing and take-off on that occasion was only five minutes.

A primary objective in "Operation Skijump" was to obtain oceanographic data—information on depths and currents—but another important result was the demonstration that Arctic ice packs make excellent landing fields. The officer-in-charge asserted that he "would rather lose two engines over the ice pack than any place in the U.S.—except, of course, Kansas."

A real sea-going cruise, to somewhat warmer climes, is now nearing completion. Scientists aboard *Albatross III*—operated by the Woods Hole Oceanographic Institute under contract with ONR—have been cruising the Gulf Stream to observe the surface and deep drift of ocean currents. They are trying to find out if the Gulf Stream actually separates into branches off the Grand Banks, as is now believed, or if it consists of several currents.

While studies of this major current have been going on for years, new instruments and techniques have altered the findings of previous surveys.

The present expedition is also expected to show that the Gulf Stream can be compared in many ways to the racing winds of the high atmosphere.

Roll and Pitch Tower

To simulate actual shipboard roll and pitch conditions—a desirable factor in gunfire control engineering work—the Navy has built a special tower at the Naval Ordnance Laboratory, White Oaks, Md.

This steel tower provides a platform for two gunfire directors, one of which is mounted on a two-axis roll platform. Rate of roll is variable—step it up for a DD; slow it down for a CVB. NOL's engineering department will use this tower to determine effectiveness of fire control systems and to devise means of overcoming any faults found.

Data for each tracking run is recorded on film with all dial read-



FIRST ANNIVERSARY—Five Waves who have been together since recruit camp cut a cake at a Seattle party celebrating their first year of service in the Navy.

ings, flight observations, etc., synchronized from the point of view of time. Data obtained on each run is interpreted from the film recordings after the run is completed. At the present time an IBM data recorder is being developed to speed up the interpretation process about 10 times over the existing hand calculation method.

30,000th Carrier Landing

USS *Saipan* (CVL 48) has celebrated her 30,000th landing since her commissioning 14 July 1946. This puts her in second place for the top record for carriers of the CVL class. USS *Cabot* (CVL 28) leads in the ALL HANDS unofficial tally for this type carrier.

Flying a Grumman AF anti-submarine plane, Lieutenant (jg) Alan S. Garner, USN, and his crew of Victor E. Johnson, Jr., AD2, USN, and Bryan E. Blair, AK1, USN, made the record landing.

The top record of landings for all type carriers is that of USS *Saratoga* (CV 3). She tallied up to V-J Day a score of 98,549. Detailed records of all carrier operations are not maintained in the Navy Department. However, most carriers include in their Op reports the number of take-offs, landings, and other operational statistics. A recent unofficial report of landings, received directly from the ships named, was announced in ALL HANDS, November 1951, p. 34.

Aviation Medicine Training

Navy student flight surgeons are getting a bigger dose of flight indoctrination as a result of the Korean conflict.

At the Naval School of Aviation Medicine, Pensacola, Fla., these flying doctors are now being familiarized with both fixed and rotary wing type aircraft. They are given dual instruction in the primary maneuvers of flight, precision maneuvers, aerobatic flight and instrument flight under the hood. They are checked out in formation flying and standard gunnery runs as well as in tactical cross-country flights. Each doctor makes one carrier take-off and landing in company with an experienced pilot.

Increasing use of helicopters to evacuate wounded at the front has resulted in a week of training in which the doctors are familiarized with the helicopter cockpit, instruments and control. During the introduction to basic helicopter maneuvers, the role of "second man" in the 'copter is stressed so that the flight surgeon would be able to assist the pilot who might be wounded. All doctors are trained in the use of stretchers and in hoisting operations, using practice dummies and live "patients."

A cross-country flight, in which the doctor assists in navigation, rounds out the student flight surgeon's helicopter training.

He Has Put More Than a Half-Century in the Navy

Fifty-three years of continuous active naval service is the record held by Captain Albert S. Freedman, SC, usn (Ret.), who enlisted 'way back in 1898. His half-century-plus record is the longest in the Navy and is believed to be the longest of any branch of the armed forces.

Captain Freedman received his training as a landsman for yeoman aboard *uss Vermont*. His first seagoing tour of duty was on board *uss Alliance*, a wooden hulled bark.



CAPT Freedman

During the Boxer Rebellion, he participated in a landing party which fought hand-to-hand skirmishes with the Chinese. He also served during the Philippine campaign.

In 1917, having advanced steadily through the enlisted ranks, Captain Freedman was commissioned an ensign in the Supply Corps. Serving aboard a troop transport, *uss Northern Pacific*, he was custodian of a million dollars in U.S. currency when the ship went aground on Fire Island, N. Y. He had to guard the money day and night on an upper deck during the period the stability of the vessel was questioned.

As a supply officer, Captain Freedman has performed varied duties. He was supply officer of the cruiser *Birmingham*, destroyer flagship of the Pacific Fleet. He also served as disbursing officer of Aircraft Squadron, Battle Fleet, on board *uss Langley*. From 1925 to 1927, he fed the midshipmen at the U.S. Naval Academy, as commissary officer.

Captain Freedman was District and Navy Yard Disbursing Officer at Pearl Harbor in December 1941. His house was the only one shot into by the attacking Japanese planes. After the attack, he developed a system to handle the pay accounts of shipwrecked officers and men. He settled thousands of claims for clothing losses and paid outstanding purchases of the various vessels lost on 7 December.

In 1942, Captain Freedman reported for duty in connection with building the Naval Training Center at Bainbridge, Md. He had the task of organizing all supply activities there.

Captain Freedman was transferred to the retired list on 1 June 1944, after 45 years of active duty, but continued on active duty at Bainbridge until July 1945, at which time he became officer-in-charge of the Commissary Store, at San Diego, Calif. He is presently supply officer at the Naval Training Station in San Diego.

Oldest Flying Activity

"What is the Navy's oldest flying activity?" This question, recently forwarded to ALL HANDS, brought forth the following answer:

The distinction belongs to the Naval Air Facility at Annapolis, Md., which last year celebrated its 40th anniversary.

Known at the time of its beginning as an *aviation camp*, this oldest flying activity of the Navy started with one aircraft—a Wright bi-plane on 7 Sept. 1911. The 32.5 horsepower plane was shipped down in crates from the Wright brothers' shops in Dayton, Ohio. In charge of the uncrating, layout and assembly working party was LT John Rodgers, usn, the plane's pilot-to-be.

A pioneer of naval aviation, LT Rodgers, according to a newspaper account describing the event, "... made an ascension from the academy parade grounds, staying in the air nearly a quarter of an hour, and showing complete mastery of the machine." LT Rodgers, for whom the municipal airport in Honolulu, T. H., is named, went on to earn fame as a trans-Pacific pilot.

During the early years of naval aviation, NAF Annapolis was the scene of many successful experiments. The first successful plane launching using a catapult was made from the academy's Santee Dock. A discarded torpedo tube and a compressed air tank from the Washington Navy Yard made up this catapult. The possibilities of night flying were explored with hydroplanes landing and taking off by the light of burning gasoline. The gasoline was carried in buckets which in turn rested on the thwarts of pulling boats.

While it is the oldest US Navy air activity currently in existence, NAF Annapolis has not served continuously since its establishment. In 1925, after being out of commission for several years, this activity began service once again as an indoctrinational flight training and ground school for midshipmen. Today it serves substantially the same purpose, flight training being required study in the academy curriculum. Purpose of this training is not to produce finished pilots, but to give the midshipmen some idea of the problems faced by naval aviators and to prepare those midshipmen who will later specialize in aviation.

New Type Patrol Craft

First of a new type of patrol craft now operating on the Rhine River is "USN 21". This wooden-hulled vessel is over 80 feet in length, has a 10-foot beam and draws three feet of water. Limiting depths of the Rhine necessitate the shallow draft of these craft.

Upon her completion at a Regensburg (Germany) shipyard, USN 21 made her trial tests on the Danube. She was then mounted on special trucking equipment and brought overland on the *autobahn* (super highway) from the Danube to the Rhine.

USN 21, along with several similar craft scheduled to join her, will gradually replace the TF-class patrol boats that now serve as the mainstay of the Rhine River Patrol. About

12 in number, these craft are one-time torpedo retrieving vessels of the former German Navy.

Skipper of USN 21 is a chief boatswain's mate who will operate his craft out of the patrol station at Schierstein. U. S. Navymen make up the entire complement of the vessel.

The new Rhine River craft recall another type of usn river craft. These are the river gunboats of China river fame. Both types were built outside the United States, the gunboats having been built at Shanghai, China. The river gunboats—*uss Panay* among them—served the Navy of a country they were never to see, their shallow draft ruling out an ocean crossing. The shallow draft Rhine River patrol craft are slated for a similar overseas life.

Atlantic Fleet Exercises

LANTFLEX 52, the Atlantic Fleet war games, was the Navy's most intensive exercise since the outbreak of the Korean conflict. Over 250 vessels of all types engaged in the games. They ranged from the major warships of a carrier task force down to the smallest amphibious craft. Some 900 aircraft participated, including every type of plane now in operational use. Among the Marine Corps types alone were *Tigercats*, *Corsairs*, jet fighters, transports, photo planes and helicopters.

The main purpose of these games was to provide maximum training for the more than 100,000 Navy and Marine participants.

At certain stages of the games all the surface, air, sub-surface and ground forces were split into two opposing forces to provide a high degree of realism.

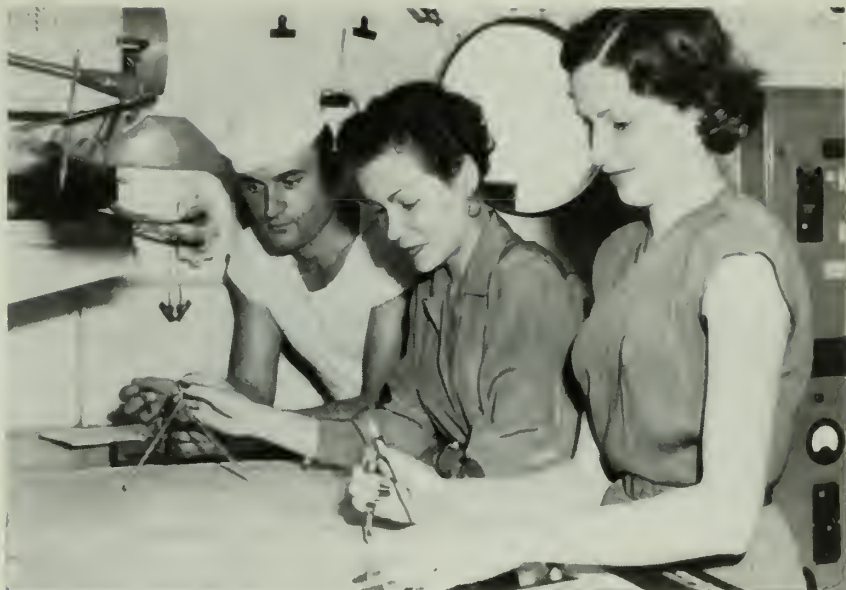
Briefly the over-all picture was as follows: A fast carrier task force sailed from Norfolk, Va., and launched a simulated strike at the "enemy's advance base" of Vieques, east of Puerto Rico. While in that area, large scale maneuvers were conducted and a force of three Marine Corps regimental combat teams made amphibious landings. Then the combined forces swung north and assaulted the "enemy's main base" in an amphibious landing at Onslow Beach, N.C.

LANTFLEX 52 involved every element of modern warfare and simulated a series of campaigns which might conceivably take place in the world during a possible future war. A simulated A-bomb, used both offensively and by the "enemy" was one of the highlights of the exercise.

Navy Receives Safety Award

The Navy Department's low accident rate brought it the National Safety Council's highest award—for "Distinguished Service to Safety." This award, presented at the Naval Armory in Chicago, Ill., by the president of the National Safety Council, was for the outstanding accident prevention record of the Navy's shore establishment during 1950.

The shore establishment—composed of inland bases, training centers, ammunition depots, Navy industrial plants and similar activi-



GETTING THE WORD, two Puerto Rican Wave recruits learn about navigation from Walter Zubik, QM1, during visit of USS Corduba (AF 32) to San Juan.

ties—set several safety records in 1950, even though in a period of expansion.

The frequency of accidents to military personnel was cut 17 per cent; frequency of accidents to civilian personnel was reduced 22 per cent, and the motor vehicle fatality rate was reduced 16 per cent.

The Navy's average frequency rate for accidents to civilian employees in 1950 was lowest in history. This rate was almost 50 per cent below the average rate for private industry in 1950.

New Use for Soap Suds

The familiar suds from the barber shop lather dispenser turned out to be the answer to a Naval Research Laboratory quest. These suds proved to be the most satisfactory polish for soft crystals of the kind that transmit invisible light and heat waves.

Not only does this lather float away the metal powders used in grinding and polishing the crystals, but it also appears to have an added polishing effect of its own. For some reason the lather dispenser seems to be essential to the polish. Liquid soap and soap suds whipped up in a shaving mug were not successful, experiments showed.

As now used, the dispenser lather contains a garnet powder for the initial grinding steps and an aluminum oxide powder for the final polishing.

Combat Artist Shows Work

A large-scale art exhibition in Tokyo climaxed the tour of active duty in the Korean theater of Herbert C. Hahn, PH1, USNA.

The Navy combat artist received his training in Boston and continued his work in Hollywood movie studios. During World War II, Hahn served as a combined Army photographer and combat artist, participating in D-Day landings at Leyte and Okinawa.

He enlisted in the Naval Reserve in 1946 and did a number of unofficial drawings during several peacetime cruises. Hahn was ordered to active duty in August 1950 and later was attached to ComNavFE.

Hahn's Navy artwork includes paintings of ships in action, naval air warfare and illustrations of the Kaesong, Korea, peace-talk site. Originals and copies of Hahn's work will be filed in the National Archives, Washington, D. C.

Forrest Sherman Field

A new airfield at NAS Pensacola, Fla., has been dedicated Forrest Sherman Field, in honor of the late Chief of Naval Operations.

The field has two sets of runways, each 8,000 feet long, and is specially constructed for the use of jet aircraft. When it is completed next summer, the field will be used primarily to train pilots in jet planes.

Killer Sub Commissioned

uss K-1, first of the submarines in the Navy's "K-boat" program, has been commissioned at the Naval Submarine Base, New London, Conn. Two sister subs—uss K-2 and K-3—follow in her wake.

Addition of this type vessel to the Navy's undersea forces was planned after World War II. USN submarines during the war made 25 confirmed killings of Japanese undersea craft. One straight-shooting submarine—uss *Batfish* (SS 310)—sent three Japanese subs to the bottom in a four-day period.

The specially designed K-boats are 190 feet long and about half the tonnage of the standard World War II fleet-type submarine. They are provided with latest type electronic and sonar equipment. Unlike other subs which are designed to go out and track down enemy surface shipping, these "killer subs" will lie in wait in the depths for invading enemy submarines.

Giving these vessels a letter-numeral designation rather than a name marks a partial return to the old-time practice of classing subs by letters and numerals.

Harbor Defense Exercises

Reservists in Volunteer Harbor Defense Unit 12-1, NS Treasure Island, Calif., have developed a war game exercise in which harbor defense problems can be studied and solved.

Groups of "civilian sailors" taking part in the first exercise included a surface group, mine warfare group, underwater detection, nets and booms, radar and harbor entrance control post with an alternate command center.

The CO of each group explained the functions of his unit and the operational equipment involved. Then the battle problem and its solution were tackled.

A mock-up control post was simulated which included all communication facilities needed for the sending of operational commands and disseminating information. The audible means of receiving news of the "war incident" added a touch of realism to the exercise.

A "war games board," 32 feet square, which showed the contours and grid markings of the coast line, was the focal point for the problem. Mobile models of various types of

Gold Star Lapel Button

The Gold Star lapel button is now authorized for the parents, widows, and other close relatives of naval personnel losing their lives while



in the armed forces during the Korean conflict or subsequent hostilities.

Established by act of Congress, the Gold Star button is one-half inch in diameter and consists of a gold star mounted on a purple background rimmed with a gold wreath of leaves. Until recently it was restricted to relatives of servicemen who died in World Wars I and II.

Parents, widows or widowers will be furnished the buttons without cost on application to the Chief of Naval Personnel, (Attn: Pers B-4), Department of the Navy, Washington 25, D.C. Gold Stars will be furnished also, upon application, to other members of the deceased's family at cost of \$1.50 each, which includes engraving of initials of the deceased or next-of-kin, whichever is desired.

The Gold Star insignia for the next-of-kin of armed forces personnel lost during the Korean conflict is authorized by Public Law 121, 82nd Congress.

vessels and aircraft were employed in conjunction with the war games board, enabling the personnel taking part to visualize the approach of enemy craft and the defensive measures necessary to cope with the "enemy."

Now Cold Weather Clothing

"Itchless woolies"—which contain no wool—will eventually replace the Navy's traditional "Long John" underwear.

The new two-piece garments are part of the Navy's line-up of cold weather clothing. They are made of cotton instead of wool and lack the old, familiar "itchy" quality. Of a honeycomb design, the plain white material creates dead air space, resulting in higher insulation from the cold.

Other articles of the revamped and superior cold-weather clothing are the all-nylon outer garments—

jacket, trousers, hood, gloves and mittens, and the cotton-nylon inner jacket and trousers. This new cold-weather outfit utilizes the vapor barrier principle of insulation to provide maximum protection against wet and dry cold.

Insulated boots, made of natural rubber latex and designed to prevent frostbite, complete the ensemble. They require only one pair of socks.

The entire cold weather outfit weighs only 18 pounds 10 ounces. The old model ensemble weighed from 25 to 28 pounds. The Navy expects to have 50,000 ensembles ready for restricted issue late this year.

Bureaus Get Safety Awards

For the fourth consecutive year Navy Certificates for Achievement in Safety have been awarded to the Bureau of Ships and the Bureau of Supplies and Accounts.

This award was made to BuShips in recognition of the low accident frequency rate in naval shipyards during 1950. BuSandA received the award because of its 1950 safety record in naval supply activities.

'Bomb' May Save Lives

A life-saving bomb, containing a survival kit for downed aviators and crewmen, has been designed by parachute loft crewmen of Fighter Squadron 653, NAS Alameda, Calif.

The survival kit uses a 500-pound water-filled type bomb casing as its container. A panel is cut in the side of the bomb casing and a covering plate secured by snap fasteners. The survivor can easily remove the cover and help himself to a complete set of Arctic clothing. He will also find food, a sleeping bag, rifle, compass, matches, stove, knife, hatchet and a first aid kit.

A parachute attached to the end of the bomb allows it to drop slowly to the ground. Practice drops at NAS Alameda show that the kit can be landed within 50 yards of the downed pilot from altitudes as low as 100 feet.

The men of VF 653 who developed the life-saving bomb as a possible answer to the survival problem are Lieutenant Robert L. Jesswein, USNR, safety and survival officer; Gene Geffken, PR3, USN; Ralph Porter, AN, USN, and Jaek McNab, PRAN, USN.

DECORATIONS & CITATIONS

Navy Unit Commendation Awarded to Six Destroyers for Korean Action

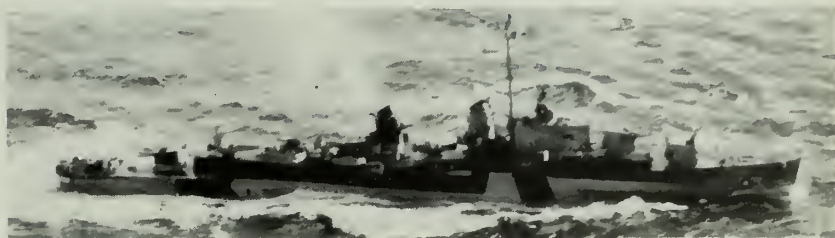
Six destroyers have been awarded the Navy Unit Commendation for outstanding action prior to and during the successful landings by United Nations forces at Inchon on 15 Sept 1950.

Members of Task Element 90.62, the six ships are *uss Mansfield* (DD 728), *uss DeHaven* (DD 727), *uss Henderson* (DD 785), *uss Gurke* (DD 783), *uss Lyman K. Swenson* (DD 729), and *uss Collett* (DD 730).

The destroyers navigated mined approaches to the enemy-held harbor and anchored within close range of hostile gun positions which delivered barrages on the U.S. vessels.

The citation states in part that "Although sustaining several casualties and numerous hits from the roaring enemy batteries, these ships refused to leave their assigned stations . . ." They launched a series of bombardments which neutralized the port's defenses and permitted the landings.

This is the second Navy Unit Commendation to be awarded since the outbreak of the Korean conflict. The first went to members of a special operations group serving in Amphibious Group One, Pacific Fleet, for effective cooperation in all phases of military operations against enemy forces. (See *ALL HANDS*, July 1951, p. 55.)



USS Mansfield (DD 728)



USS DeHaven (DD 727)



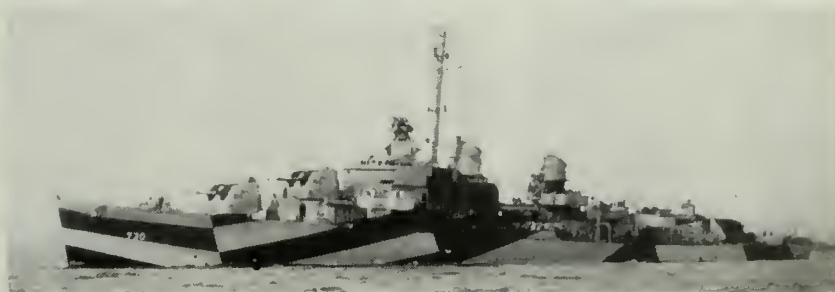
USS Henderson (DD 785)



USS Lyman K. Swenson (DD 729)



USS Gurke (DD 783)



USS Collett (DD 730)

★ DECORATIONS



DISTINGUISHED SERVICE MEDAL

Gold star in lieu of third award:

★**RADFORD, Arthur W., ADM, USN:** As Commander in Chief, Pacific and Commander in Chief United States Fleet, during operations against enemy forces in Korea from 26 June 1950, to 1 Jan 1951, Admiral Radford quickly and effectively prepared his command for full-scale offensive operations at the beginning of the Korean conflict. As a result of his brilliant leadership, professional skill and able administration, of naval operations in the Western Pacific, surface forces were strategically placed to control waters surrounding the target area and to provide coordinated support of land operations designed to aid the Republic of Korea.

Gold star in lieu of second award:

★**STRUBLE, Arthur D., VADM, USN:** As Commander United States Seventh Fleet during operations against enemy forces in Korea from 27 June 1950 to 1 Jan 1951, Vice Admiral Struble quickly and skillfully planned for the most effective employment of large naval surface and air forces by establishing and maintaining a schedule of air strikes and shore bombardments against the enemy which served in a great measure to relieve the pressure being exerted against friendly ground forces. He vigorously executed the broad naval phases of the Inchon and Wonsan operations, carried out with marked success despite extreme difficulties imposed by treacherous current and tidal conditions as well as mine-obstructed waters in the target areas.

First award:

★**DOYLE, James H., RADM, USN:** As Commander, Amphibious Group One, and Commander Task Force 90, in op-

erations against enemy forces in the Korean area from 25 June 1950, to 1 Jan 1951, Rear Admiral Doyle directed the maneuvers of his units with exceptional skill and foresight. He was personally responsible for the success of the administrative landing of the First Cavalry Division at Pohang-dong, and for the planning and execution of the amphibious phases of the assault on Inchon and the landing at Wonsan. In the redeployment of friendly forces from Hungnam to Pusan, he furnished the guidance for a unique and completely successful evacuation.

★**EWEN, Edward C., RADM, USN:** As Commander Task Force 77 in operations against enemy forces in the Korean area from 31 July to 5 Dec 1950, and from 7 December to 25 Dec 1950, Rear Admiral Ewen directed various task units with such great tactical skill and exceptional foresight, that his pilots were able to attack shore installations throughout Korea and to furnish invaluable close air support to the ground forces despite serious obstacles presented by sea and weather conditions. His complete knowledge of carrier air operations and his grasp of the military situation made it possible for the naval air arm to give vital support to naval surface forces prior to and during the Inchon invasion and during the Wonsan landing.

★**HARTMAN, Charles C., RADM, USN:** As Commander Gunfire Support Group in operations against enemy forces in North Korea from 18 August to 27 Oct 1950, Rear Admiral Hartman skillfully deployed his ships to obtain maximum utilization of their fire-power, and directed damaging naval bombardments against enemy installations along the east coast of Korea. By his thorough analysis of the enemy ground situation and by maneuvering his forces with speed and deception to meet changes in the enemy situation ashore, Rear Admiral Hartman denied the enemy forces coastal movement by land and sea, protected the flanks of friendly ground units on the east coast of Korea and provided intense and accurate naval gunfire support.

★**HIGGINS, John M., RADM, USN:** As Commander Cruiser Division Five, and Commander Southern and Eastern Korean Support Groups in operations against enemy forces in the Korean area from 25 June to 27 Dec 1950, Rear Admiral Higgins, as the only subordinate flag officer afloat in this area at the commencement of hostilities, was solely responsible for effecting naval coordination with friendly ground forces. In conjunction with the Korean Military Advisory Group, he initiated an extremely effective shore-controlled gunfire support system which disrupted North Korean communications and operations of military personnel along the

East Korean coast. Rear Admiral Higgins also directed the bombardment of enemy shore installations at Inchon, which was completely effective and contributed a large measure of success to this difficult operation.

★**HOSKINS, John M., RADM, USN:** As Commander Carrier Division Three during operations against enemy forces in the Korean area from 27 June to 17 Nov 1950, Rear Admiral Hoskins utilized his carrier units and flying squadrons to the greatest extent against the enemy. He brought to bear the full measure of fire power of his carrier-based planes to strike heavily at the enemy from the Yalu to the Naktong and thus provided close air support for ground forces at the Pusan perimeter. In addition, the air preparation and deep air support provided by his forces for the landing at Inchon contributed directly to the success of that operation.

★**JOY, Charles T., VADM, USN:** As Commander Naval Forces, Far East, engaged in operations against enemy forces of North Korea from 26 June to 31 Dec 1950, Vice Admiral Joy discharged his responsibilities with courage, judgment and aggressiveness, which insured the success of the many and varied naval operations in the Korean theater. As a result of his leadership and farsighted planning, the amphibious invasion of Inchon was achieved with minimum losses. The Hungnam beach-head operation was effectively supported by vigorous and continued bombardment of hostile positions by hard-hitting cruisers and destroyers.

★**RUBLE, Richard W., RADM, USN:** As Commander Carrier Division 15 in operations against enemy forces in the Korean area from 2 Aug 1950, to 1 Jan 1951, Rear Admiral Ruble established for his unit a reputation for reliability in all phases of effort with particular emphasis on furnishing close air support to ground troops. During the amphibious assault on Inchon, he planned effectively in the conduct of operations which would insure the continual availability of close air support vital to the ground troops of the U.S. 10th Corps.

★**SMITH, Allan E., RADM, USN:** As Commander Blockade and Escort Force during operations against enemy forces in the Korean campaign from 12 Sept 1950, to 1 Jan 1951, Rear Admiral Smith effectively prevented enemy coastal movement by land and sea, thus protecting the flanks of friendly ground units engaged in Korea. He personally supervised mine-sweeping operations when enemy mine fields in the harbors of Chinnampo and Wonsan threatened to prevent friendly use of these ports as well as amphibious operations against the enemy.

★**THACKREY, Lyman A., RADM, USN:** As Commander Amphibious Group Three during operations against enemy



"... sure you've repaired shoes before?"

forces in the Korean area from 12 Sept 1950, to 1 Jan 1951, Rear Admiral Thackrey trained his ships to a high state of readiness and his staff to a maximum level of efficiency. By virtue of superb planning, organization and leadership, Rear Admiral Thackrey safely navigated enemy-mined waters and landed the U.S. Seventh Division, thus making a major contribution to the rapid advance of our troops in North Korea. He personally directed the re-deployment from Inchon, accomplishing the withdrawal of our forces without loss.



SILVER STAR MEDAL

Gold star in lieu of second award:

* HAMMETT, Walter R., HN, USN (posthumously): Corpsman attached to a heavy machine-gun section in support of Company E, Second Battalion, Seventh Marines, First Marine Division, in action against enemy forces in Korea on 27 Sept 1950.

First award:

* ARAIZA, William G., HN, USN: Hospitalman serving with a Marine infantry company, First Marine Division, Reinforced, Fleet Marine Force, during operations against enemy forces in Korea on 26 Sept 1950.

* AULT, Vernon P., HN, USN: Company corpsman with a Marine infantry company, First Marine Division, Reinforced, Fleet Marine Force, during operations against enemy forces in Korea on 29 Sept 1950.

* BERNIER, Raymond H., HN, USN: Corpsman with an infantry platoon, attached to the First Marine Division, Reinforced, Fleet Marine Force, in action against enemy forces in Korea on 25 Sept 1950.

* CORRIGAN, John P., HM3, USN: Company corpsman with a Marine infantry company, First Marine Division, Reinforced, Fleet Marine Force, during operations against enemy forces in Korea on 23 Sept 1950.

* DUFFIN, James R., HM3, USN (posthumously): Company corpsman attached to a Marine infantry company,

First Marine Division, Reinforced, Fleet Marine Force, in action against enemy forces in Korea on 29 Nov 1950.

* FREY, Edward L., Jr., LTJG, USNR (posthumously): Officer-in-charge of an Underwater Demolition Team Beach party, attached to Underwater Demolition Team One, in action against enemy forces in Korea on 19 Jan 1951.

* GADKE, William L., HM1, USN: Corpsman attached to a Marine infantry company, First Marine Division, Reinforced, Fleet Marine Force, in action against enemy forces in Korea on 25 and 26 Sept 1950.

* HATHAWAY, Jack W., SN, USN: Bow Hook of LCVP 18, attached to USS *Seminole*, during operations against enemy forces in the amphibious assault on Inchon, Korea, on 15 Sept 1950.

* LAU, Richard A., HN, USN: Corpsman attached to a Marine infantry company, First Marine Division, Reinforced, Fleet Marine Force, in action against enemy forces in Korea on 15 Sept 1950.

* NORMOYLE, Francis E., HN, USN: Corpsman attached to a Marine infantry company, First Marine Division, Reinforced, Fleet Marine Force, in action against enemy forces in Korea on 25 Sept 1950.

* SILVER, Morton I., LTJG, USNR: Dental officer, Fifth Marine Regiment, in action against enemy forces in the Korean area from 27 November to 4 Dec 1950.

* STAFFORD, Dorin S., HA, USNR (missing in action): Corpsman attached to a Marine infantry company, First Marine Division, Reinforced, Fleet Marine Force, in action against enemy forces in Korea on 27 Oct. 1950.

* SULLIVAN, Edward M., HN, USN: Corpsman attached to a Marine infantry company, First Marine Division, Reinforced, Fleet Marine Force, in action against enemy forces in Korea on 27 Sept 1950.

* SZWAIKOS, John J., HN, USN (posthumously): Company corpsman attached to a Marine infantry company, First Marine Division, Reinforced, Fleet Marine Force, in action against enemy forces in Korea on 8 Dec 1950.

* WILSHIRE, Raymond K., HM2, USN: Corpsman attached to a Marine infantry battalion, First Marine Division, Reinforced, Fleet Marine Force, in action against enemy forces in Korea on 22 and 23 Sept 1950.



DISTINGUISHED FLYING CROSS

First award:

* HOWELL, Claude "C", Jr., ENS, USN (posthumously): Pilot of a fighter plane in Fighter Squadron 24, attached to USS *Boxer*, in action against enemy forces in Korea on 29 Sept 1950.

* STOREIDE, Arthur J., LTJG, USN: First Pilot of a transport plane in Air Transport Squadron 21, in connection with operations against enemy forces in Korea from 29 Sept 1950, to 2 Jan 1951.

* WAGNER, William G., ENS, USN (posthumously): Pilot of a fighter plane in composite Squadron 62, attached to USS *Leyte*, during action against enemy forces in Korea on 28 Nov 1950.



NAVY AND MARINE CORPS MEDAL

First award:

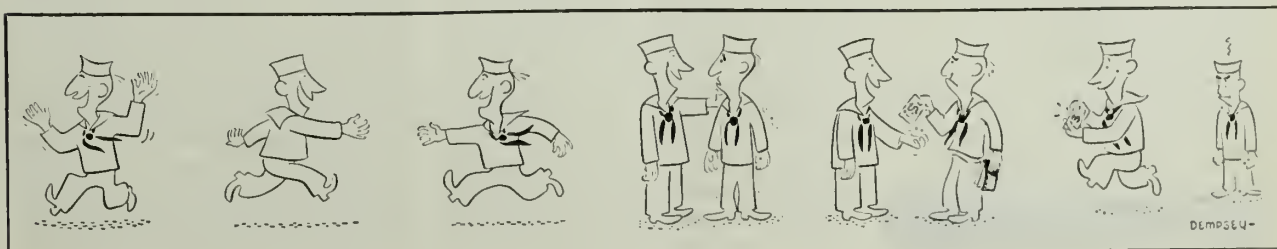
* CHERRY, Daniel G., AN, USN: Crew member of a helicopter in Helicopter Utility Squadron Two Detachment, attached to USS *Leyte*, in effecting the rescue of a drowning aircraft pilot in the Sea of Japan on 14 Oct 1950.

* DUONGO, William F., LT, USN: For heroic conduct while serving as main propulsion assistant when a serious fire broke out in the after fireroom of USS *Manchester* while underway from San Francisco to Pearl Harbor on 3 Aug 1950.

* HOLTON, Robert R., SA, USN: For heroic conduct in rescuing a shipmate from drowning in water adjacent to the U. S. Naval Base, Pearl Harbor, T.H., on 16 Jan 1951.

* MINARICK, John S., AM3, USN: Aircrewman of a helicopter attached to USS *Princeton*, in effecting the rescue of an aircraft pilot from drowning in the Sea of Japan, off Wonsan on 5 Dec 1950.

* PETERSEN, William S., AB3, USN: For heroic conduct in effecting the rescue of a shipmate who was overcome by deadly gas fumes on board USS *Pine Island* on 12 Feb 1951.



THE BULLETIN BOARD

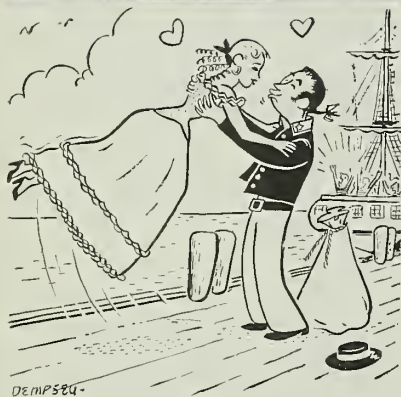
Advancement After Release Possible If Examination Is Passed on Active Duty

Regular and Reserve enlisted personnel who have successfully passed advancement examinations through service-wide competition, and have been transferred for separation or released to inactive duty before advancement could be effected, may now be advanced *after release from active duty*, provided they meet requirements outlined in BuPers Circ. Ltr. 151-51 (NDB, 15 Sept 1951).

Heretofore, such action was not authorized for men who were transferred for release or separation before the advancement was effected.

The directive states that an individual's ability in a rate for which he is found qualified is not immediately impaired because of release to inactive duty or separation from the naval service. Therefore,

SONGS OF THE SEA



Up She Goes

he kissed her on the face
And the crew began to roar,
Oh, oh, up she goes,
We're bound for Baltimore!
He kissed her on the face
And the crew began to roar,
Oh, oh, up she goes,
We're bound for Baltimore!
No more, no more,
We'll go to sea no more;
As soon as we reach the town tonight,
We're leaving for the shore.

—Old Sea Chantey.



"Miller learned a few things about seamanship when we visited Bombay."

his advancement may be effected subsequent to his release provided membership is continued in the Naval Reserve under an unexpired enlistment or extension of enlistment, or in the case of personnel who are discharged, membership in the Naval service must be re-established by enlistment or reenlistment in the Naval Reserve within three months of the date of discharge.

Advancement under these conditions should be effected within six months of the date it would normally be authorized, if candidate remained in the regular establishment, otherwise the examination will not be considered valid for advancement purposes under normal procedure.

Former Regular Navy personnel who enlist in the Naval Reserve and who qualify for advancement under the provisions of this circular letter, may advance in the emergency service ratings in which they will be carried in the Reserve and which associate with the general service rating they had in the Regular Navy.

A reservist candidate may be advanced only in his appropriate emergency service rating, regardless of whether he passed an examination in the associated general service rating. Exceptions that may apply to personnel who return to employment in continuous active duty billets in the Naval Reserve program (and who are therefore changed in rating to the general service rating associating with their emergency service rating) will be adjusted as appropriate.

Certain Naval Reservists Affected by Directive On Changes in Ratings

Changes in rating affecting Naval Reserve personnel with the ratings of PNS, ET, CTL, CTS and CTY have been announced by the Navy. Here are the details:

- Enlisted women Reservists on active duty with the rating of PNS (personnel supervisor) are being changed to the exclusive emergency service rating of ESB (master at arms—shore), with the opportunity of changing to another emergency service rating, in accordance with existing directives.

Those personnel who do not wish to change from the ESB rating to an emergency service rating may not be retained on active duty beyond their eligible release date. Actual progress toward a change to an emergency service rating, however, will be considered justification for retention. See Alnav 62-51 (NDB, 15 July 1951) and modifications.

Inasmuch as an examination for ESB is not available at this time, the service-wide competitive examination for the PN rating, as applied to PNS, will be utilized in the January 1952 exams and thereafter until a special examination for ESB is provided.

Qualified personnel in the ESB rating may compete for advancement by using the examination for the PN rating only. The operational test (typing) required for the PNS rating will not be required for the ESB rating. Advancement authorization received as a result of the PN exam will constitute authority for advancement to the next higher pay grade in the ESB rating.

- USNR personnel on active duty who hold the rating of ET are to be processed for change, in equal pay grade, to one of the appropriate emergency service ratings associated with ET, that is: ETN, ETR and ETS. Action on this change was to be completed before the discharge or release to inactive duty of all Reservists concerned and, in any event, prior to 31 Dec 1951.

Qualified personnel who compete

for advancement in the January 1952 exams shall utilize the ET examination as in the past. Advancement authorizations received as a result of the ET exam will constitute authority for advancement to the next higher pay grade in the appropriate emergency service rating in which the candidate may have been classified.

• Other instructions have directed responsible authorities to change the rating of CTY, CTI and CTS personnel to CT, in equal pay grades. In the event there are certain personnel on active duty holding one of these ratings, COs will effect the change at this time.

Additional details regarding the above changes in the enlisted rating structure will be found in BuPers Circ. Ltr. 184-51 (NDB, 31 Oct 1951).

Former NavCads May Apply
For Transfer to USN, Line

Former naval aviation cadets who have been designated naval aviators and who have been commissioned since 1 Jan 1949 may now apply for transfer from USNR to the line of the Regular Navy, subject to certain conditions.

Applicants must have completed at least 18 months' continuous active commissioned service immediately following completion of duty as an aviation cadet undergoing training and prior to 1 Apr 1952. In addition, applicants must have been under 25 years of age at the time they successfully completed their NavCad training.

A board will be convened on or about 1 Apr 1952—and every six months thereafter—to select USNR officers becoming eligible as noted above for transfer to the Regular Navy, as consistent with the needs of the service. Selection will be based on information submitted in the application, the individual's records on file in BuPers and on information obtained from BuMed.

Applications of those who meet the above requirements should be submitted on Form NavPers 953A (revised April 1949) — available at District Publications and Printing Offices—and must be forwarded via the applicant's reporting senior. Applications received after 29 Feb 1952 will not be considered.

Korean Casualties of U.S. Personnel and Ships

Since the beginning of hostilities in Korea five United States ships have been reported sunk and 29 damaged as the result of action.

Personnel casualties from combat at sea total 102 dead, 282 wounded and 31 missing in action. Those listed as missing are non-U.S. Navy personnel from Army tug LT 236. This tug and four USN minesweepers—comprising the five ships sunk—were sunk by exploding mines.

Mines also accounted for damage

to four ships. Twenty-four ships were damaged by enemy gunfire. One ship—USS *Rochester* (CA 124)—received slight damage from the near miss of an aerial bomb.

“Near misses” from enemy gunfire accounted for a total of two dead and 18 wounded. Ships undergoing these near misses were *Saint Paul* (CA 73), *New Jersey* (BB 62), *Henry W. Tucker* (DDR 875), *O'Brien* (DD 725) and *Everett* (PF 8).

The ships involved are:

Name	Damage	Cause	Location	Date	Casualties
<i>Rochester</i> (CA 124)	slight	aerial bomb	Inchon Wonsan	Sept. '50	None
<i>Helena</i> (CA 75)	slight	gunfire	Hungnam	Sept. '51	2 wounded
“ “	superficial	gunfire	Hungnam	Oct. '51	4 wounded
<i>Collett</i> (DD 730)	moderate	gunfire	Inchon	Sept. '50	1 wounded
<i>Gurke</i> (DD 783)	slight	gunfire	Inchon	Sept. '50	2 wounded
<i>Lyman K. Swenson</i> (DD 729)	slight	gunfire	Inchon	Sept. '50	1 killed 1 wounded
<i>Brush</i> (DD 745)	damaged bow	mine	East Coast	Sept. '50	16 killed 27 wounded
<i>Mansfield</i> (DD 728)	damaged bow	mine	East Coast	Sept. '50	28 wounded
<i>Charles S. Sperry</i> (DD 697)	minor	gunfire	Songjin	Dec. '50	1 wounded
<i>Ozbourn</i> (DD 846)	slight	gunfire	Wonsan	Feb. '51	2 wounded
<i>Brinkley Bass</i> (DD 887)	slight	gunfire	Wonsan	May '51	1 killed 9 wounded
<i>Walke</i> (DD 723)	severe—stern holed	mine	East Coast	June '51	26 killed 40 wounded
<i>Frank E. Evans</i> (DD 754)	superficial	gunfire	Wonsan	June '51	4 wounded
<i>Ernest G. Small</i> (DD 838)	moderate	mine	East Coast	Oct. '51	9 dead 55 wounded
<i>Perkins</i> (DDR 877)	slight	gunfire	Kosong	Sept. '51	None
<i>Renshaw</i> (DDE 499)	superficial	gunfire	south of Songjin	Oct. '51	1 wounded
<i>Thompson</i> (DMS 38)	moderate	gunfire	Songjin	June '51	3 killed 4 wounded
<i>Pirate</i> (AM 275)	sunk	mine	East Coast	Oct. '50	6 killed 48 wounded
<i>Pledge</i> (AM 277)	sunk	mine	East Coast	Oct. '50	7 killed 39 wounded
<i>Partridge</i> (AMS 31)	sunk	mine	East Coast	Feb. '51	8 killed 7 wounded
<i>Heron</i> (AMS 18)	slight	gunfire	Wonsan	Sept. '51	None
<i>Firecrest</i> (AMS 10)	slight	gunfire	Hungnam	Oct. '51	None
<i>Osprey</i> (AMS 28)	moderate	gunfire	Wonsan	Oct. '51	1 wounded
<i>Maggie</i> (AMS 25)	sunk	mine	East Coast	Oct. '50	20 killed 12 wounded
<i>William Seiverling</i> (DE 441)	moderate	gunfire	Wonsan	Sept. '51	None
<i>Ulvert M. Moore</i> (DE 442)	moderate	gunfire	Hungnam	Oct. '51	1 killed 2 wounded
<i>Hogtiam</i> (PF 5)	minor	gunfire	Songjin	May '51	1 wounded
LST 859	moderate	gunfire	Inchon	Sept. '50	1 killed 1 wounded
LST 857	slight	gunfire	Inchon	Sept. '50	1 killed
LST 914	slight	gunfire	Inchon	Sept. '50	1 killed 6 wounded
LMSR 409	slight	gunfire	Wonsan	July '51	None
LMSR 525	slight	gunfire	Wonsan	July '51	None
LMSR 412	slight	gunfire	Wonsan	July '51	None
LT (army tug) 236	sunk	mine	East Coast	Nov. '51	31 missing

Music School Assignment Open to Male Personnel With Proper Background

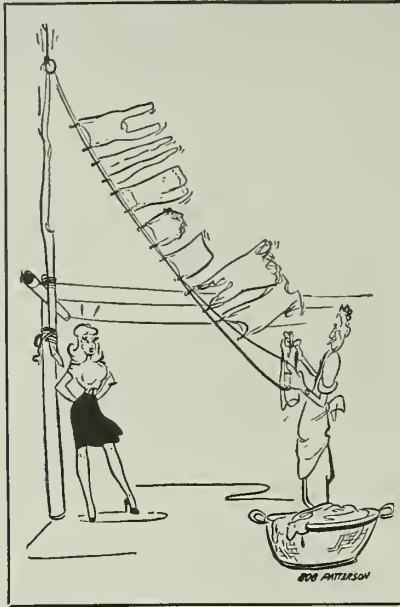
Male enlisted personnel who have had musical training and can play a musical instrument may submit requests for assignment to the U.S. Naval School of Music.

Three years of obligated service are required upon enrollment in the basic and advanced music courses. Reserve personnel must sign an agreement to remain on active duty for the required period of service.

The basic course (Class A) is 52 weeks long. Applicants must submit a request to the Chief of Naval Personnel (Pers B212) via their commanding officer and the Officer-in-Charge, U.S. Naval School of Music, Receiving Station, Washington 25, D. C. Requests must include a completed application form, obtainable from the Officer-in-Charge, Naval School of Music.

Selected applicants will be transferred to either the U.S. Naval School of Music, Washington, D. C., the USNTC San Diego, or the USNTC Great Lakes, for a musical examination. An applicant must demonstrate technical proficiency on his chosen instrument, ability to sight read music and produce the characteristic musical tone of the instrument throughout its range. Candidates who play stringed instruments and the piano must agree to study a band instrument.

Successful candidates will be transferred to the U.S. Naval School of Music, Washington, D. C., for enrollment in a course of instruction.



"I know you're going back in the Navy, darling, but you're not on a ship yet."

Completion of the basic course is highly desirable for advancement to MU3.

An advanced course (Class B), also 52 weeks long, is available to musicians first class who have had six years or more of naval service, one year of which must have been served in a sea duty status as an MU1. A musical examination, based on present rating requirements, will be given prior to enrollment.

A refresher course, varying in length, is given to personnel selected from unit bands, as the need for additional training and the assembling of new unit bands arises, according to BuPers Circ. Ltr. 187-51 (NDB, 15 Nov 1951).

Certain Naval Personnel Selected for Promotion To Highest Rank Held

Two new directives authorize promotion of naval personnel to previously held ranks:

- Certain Regular Navy warrant officers and enlisted personnel have been selected for temporary appointment to the highest unrestricted temporary usn grade they previously held—from ensign to lieutenant. This is spelled out in BuPers Circ. Ltr. 190-51 (NDB, 15 Nov 1951).

- Certain Fleet Reserve enlisted personnel, by authority of BuPers Circ. Ltr. 189-51 (NDB, 15 Nov 1951), have been selected for temporary appointment to the highest unrestricted temporary usn grade they previously held, from warrant to lieutenant.

Of the 1,296 Regulars considered, 203 were selected. Of the 874 Fleet Reservists considered 106 were selected. Enclosure "A" of each circular letter lists those selected while enclosure "B" lists those considered but not selected.

Enlisted Fleet Reservists not listed in either enclosure of Circ Ltr. 189, who are now on active duty as CPOs or PO1s, who previously served under unrestricted temporary usn appointments in grades of warrant and above, may submit a request for consideration by the next board to the Chief of Naval Personnel (Pers B6253), via their commanding officers. However, Fleet Reservists who served in "spot" appointments only, or who are not on active duty, should not submit requests.

Former temporary usn commissioned officers who served under unrestricted appointments in the grades of ensign and above, who are now serving in ratings or grades above petty officer second class in the Regular Navy and whose names did not appear in either enclosure of Circ. Ltr. 190, may also submit requests for consideration by the next convening board to the Chief of Naval Personnel (Attn: Pers B6253), via their COs.

Requests are not desired, however, from usn personnel who served in warrant or commissioned warrant grades only, or who served in

Here's How to Keep Things Down When You're Up

For those subject to air sickness, here are some special pointers:

Get a good night's sleep before the day of your flight, and abstain from all alcoholic beverages and from heavy or unusual foods. When you get on board the plane, try to find a seat between the wings—not far forward or aft of them. Drop the back-rest of your seat to the semi-reclining position. Lean back, and close your eyes or keep them fixed on something inside the plane.

Some people may acquire the symptoms of air sickness mainly

from getting less oxygen than they need at higher altitudes. If that's your trouble, an oxygen mask will be helpful. Using it 10 minutes during each half hour is usually enough, but wearing it during the entire flight is all right.

There are those who suffer after-effects of air sickness, sometimes for three or four days. A couple of useful counter-actions are: Breathing pure oxygen for 10 minutes upon landing after an air-sick flight, and eating a full meal as soon thereafter as possible.

the grade of ensign and above only under "spot" appointments. Similarly, requests should not be submitted by USN or USNR personnel who served under permanent or temporary appointments in the grades of warrant and above in the Naval Reserve.

Ex-POWs of World War II Urged to Submit Claims

Ex-prisoners of World War II who have not yet filed a claim for benefits under the War Claims Act of 1948 are urged by the War Claims Commission to do so immediately.

Deadline for claim applications was extended to 31 Mar 1952 by Public Law 16, 82nd Congress, approved last April. In addition to living ex-POWs who have not made applications, a number of survivors of the POWs who died before filing claims are eligible to apply for the benefits, according to WCC. Widows, children, and parents of deceased POWs (in that order) who previously have not made claims, are eligible for benefits under the War Claims Act.

Under the present law as amended, POWs or their survivors are paid one dollar for each day the POW was interned by the enemy and was not provided with the amount and quality of food required under the Geneva Convention of 1929 relating to the treatment of prisoners of war.

Claim forms may be obtained directly from the War Claims Commission, Washington 25, D. C., or through veterans organizations, State Directors of Veterans Affairs, and the American Red Cross.

One-Year Scholarships At Prep Schools Offered

One-year tuition scholarships at selected civilian preparatory schools are being offered to the sons of deceased Navy and Marine Corps personnel who wish to prepare for entrance to the Naval Academy. The organization offering these scholarships is the Society of Sponsors of the U.S. Navy.

Naval personnel are encouraged to bring details of this opportunity to the attention of young relatives

Savings Bonds Are Returned to 'Missing' Owners

Most Navy men know the expression, "Anytime anyone's passing out money, I'll be there, first in line!"

This is not always true, as shown in the case of BuSanda's efforts to return hundreds of thousands of dollars to unsuspecting Savings Bond owners.

Since the end of World War II, the Navy has been working on an almost unbelievable sleuthing job—to the pleasure of thousands of forgetful ex-Navy people.

More than a million Navy men and women registered allotments for Savings Bonds during World War II and had their bonds sent home to some member of the family as co-owners or beneficiaries.

Following VJ-Day came mass demobilization, and one of the great disappearing acts of all time. By the end of 1946 the post office returned to BuSanda's Cleveland office more than 30,000 bonds marked "undeliverable" for any of the numerous reasons why mail is returned to the sender. In the first year 3,000 bonds were returned by BuSanda to the rightful owners. And by December 1948, only 16,000 owners remained to be "traced."

The BuSanda Field Branch "sleuths" by this time had developed a lot of experience in search-and-tracer techniques to locate the lost owners. All pay records were re-audited, old addresses rechecked, mistakes caught and rectified, and additional thousands of the "lost" were located. By the end of 1949, the score of "undeliverable" bonds stood at 5,000.

Ceaseless efforts of the crew to solve the hide-and-go-seek problem reduced the number to only 1,137 by Christmas 1950. Valuable assistance was given by the Veterans

Administration when it turned over its mailing list of names and addresses of those who filed for NSLI dividends. Terminal leave payments were checked for new addresses to uncover many more of the missing persons.

Here's a sample of the many cases solved by the sleuthlike BuSanda tracers: A sailor, who had two \$50 bonds on deposit in the Field Branch vaults, was killed in an auto accident. For a long time the Navy couldn't locate the beneficiary, his sister. She had married, moved and left no forwarding address. But after three years of searching the bonds were turned over to her, and another case was closed.

Today, Savings Bond buying is again big business in the Navy. More than 251,000 Navy personnel are investing in Defense Bonds through pay allotments. The buyers have the same choice of sending the bonds home or stowing them away in the Navy's safekeeping depository. In mid-1949 there were 232,000 bonds stowed in the Cleveland vaults.

During the past seven months, 10,013 bonds have been returned to Cleveland for "undeliverable" reasons. However, 8,943 of these have been delivered finally to the correct recipients. The Field Branch sleuths will keep on trying to locate the remaining missing owners.

Are you one who has forgotten a bond purchase made long ago? If so, write to Allotment Division, Field Branch, Bureau of Supplies and Accounts, Navy Department, Cleveland, Ohio, where the Office of Accounting and Issuing of Savings Bonds for Military Personnel will send any bonds you may have in safekeeping in your name.

or friends in civilian life who may qualify for these scholarships.

These scholarships are awarded for one year in one of the recognized naval preparatory schools of the recipient's choice, either as a day or boarding student. These awards—which in certain instances in the past have amounted to \$800—are given to help defray the student's expenses. Awards are based

on financial need, scholastic standing, aptitude and character.

Applications for these scholarships may be made through the headquarters of the Navy Relief Society in Washington, D.C., or any of its auxiliaries—or directly to the chairman of the Sponsors' Society Scholarship Committee, Mrs. Jennings Bailey, 5 Grafton St., Chevy Chase, Md.

To Waive or Not to Waive Premiums on Government Life Insurance Policies

Quite a few Navy men have been in doubt as to whether or not they should waive premiums on their government life insurance policies under the provisions of the Servicemen's Indemnity and Insurance Acts of 1951. This law provides for a free \$10,000 indemnity to members of the armed forces on active duty and up to 120 days after discharge or separation. It is described in detail in ALL HANDS, July 1951, pp. 50-51.

The privilege of "waiving" all or a part of one's insurance premiums has been established to equalize the situation between those who are covered by the free indemnity and thus pay no premiums and those who hold NSLI or USGLI policies and have been paying premiums.

First we must understand what it means to "waive" insurance premiums. If you have a *term* insurance policy you may waive the entire premium. This means you will pay *no premiums while on active duty*, although your policy will continue to be in effect. If you have a *permanent plan* policy, you may waive the "pure insurance risk" portion of your premiums—you do not pay that



"What do you mean, there's something awfully fishy about this?"

portion of the premium which is to insure your life from month to month, as differentiated from the remaining portion of the premium you must pay into the reserve or "investment" portion of the policy. In either case, after release from active duty, you would resume paying the regular premium. Waiving does *not* mean the same thing as surrendering—when you surrender a policy, you give it up completely. *No dividends will be paid, however, while a waiver is in effect.*

Some of the pros and cons on

waiving premiums are discussed below:

- All personnel who hold *term insurance policies* are advised to waive the premiums while on active duty. They can resume paying their *term* insurance premiums within 120 days after release from active duty.

The rest of the article applies only to *permanent plan insurance* policy holders.

- According to the Veterans Administration, a *World War I (USGLI) policy*—issued at the younger age rates—that has been in force for, say, 10 years or more, will probably best serve the holder if regular premiums are continued and dividends are received.

- On *National Service Life Insurance permanent plan policies*, the decision is often close but the VA says that in most cases the waiver will be preferable.

Because of the several factors involved, a separate determination must be made in each individual case. Permanent plan policy holders may:

- 1) Surrender the policy for cash and remain covered for \$10,000 under the indemnity or

- 2) Apply for a waiver of the "pure insurance risk" portion of the premium (the amount paid to insure one's life from month to month as differentiated from that paid into the reserve) or

- 3) Continue to pay the present premiums and receive dividends if and when dividends are declared.

Now let's look at some of the possibilities in each case:

The surrender of a policy with a sizeable cash value would result in a total payment of the earned cash value to the insured (paid when the policy is surrendered) plus the \$10,000 indemnity—in case of death—to the beneficiary. For example, a \$10,000 20-pay-life policy taken out at age 30 in 1943 would have a cash value of \$1,783.20 in 1951. If the policy owner surrendered it he would receive \$1,783.20 cash. If he died while covered by the free indemnity, his beneficiary would receive payments of \$92.90 each month for 10 years—a total of \$11,148. Thus it would be possible for the insured and the beneficiary, to-

Bugles

Centuries before the bugle became associated with military calls, it was used by medieval huntsmen to sound signals of the chase.

The first of such instruments were fashioned from the horns of wild oxen and became known as wild ox horns or bugle



horns, the Old French word for "wild ox" being "bugle," which had derived from the Latin "buculus," meaning a young bullock or steer. Rams horns also were found quite adaptable for such purpose.

In a military sense, some of the earliest users of the forerunner of the modern brass wind instrument were French sailors who blew loud blasts on their bugle horns when celebrating a victory.

The first bugle calls resembling those in use today are credited to the celebrated Austrian composer Franz Joseph Haydn (1732-1809) who wrote several of them in connection with his "Military Symphony" (1794). The calls, somewhat modified in composition, later were adopted by armies and navies of the era.

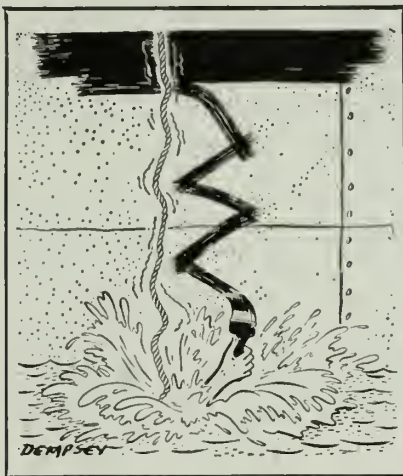
The principal use of the bugle today is for the sounding of various naval and military calls—church, mess, movie, mail, fire, reveille, taps, etc. As a musical instrument the descendant of the old "ox horn" is popularly used by drum and bugle corps.

gether, to receive \$12,931.20.

On the other hand, if the above policy is not surrendered for cash, but continued in force, a beneficiary—age 33 for example—would be entitled, under Option 4, to \$39 a month for life. If the beneficiary lived to age 77, she would receive over \$20,000.

Another factor to be considered is the cost of purchasing new insurance at the age reached when separated from the service. This cost could be very high; the increased premiums might be prohibitive. If the policy is reinstated, it would involve the payment of a large single sum—the reserve—which may not be readily available.

What are the advantages of *waiving* your premiums? If the insured decides to retain his policy but waive the “pure insurance risk” portion of his premiums, his policy will be *continued in force* while on active duty, the cash value will continue to grow and—at the time of his release from active duty—he could resume payment of the full premiums at the same rate as when he first converted his policy. In case of death, his beneficiary would be paid under the terms of the policy, not the in-



demnity. (In cases where the insurance is less than \$10,000 the beneficiary of the insured is sure of receiving an amount of the indemnity to bring the total up to \$10,000.) *The insured will not receive any dividends, however, during the waiver period.*

This is where the decision to waive or to continue to pay the full premium is determined. If you execute a waiver, you don't collect your annual dividend for the period the waiver is in effect. But if your dividend is less than the amount you

would save by waiving the “pure insurance risk” portion of your premiums then, obviously, it would pay you to execute the waiver.

How do you figure whether you save by waiving? To answer this question you must first know: (1) what your annual dividend is; (2) then you must find the amount of your “pure insurance risk”; and (3) which is greater.

- The special dividend, now being paid, covers a three-year period. Therefore, divide the amount of this dividend by three and you get your *approximate* annual dividend. For example, a \$10,000 policy holder who receives \$180 as his special dividend, paid after the 1951 anniversary date of his policy, may use \$60 as his *approximate* annual dividend.

Future dividends are not guaranteed, however, and there is no assurance that the \$60 figure used above will be the regular dividend. Next year the dividend might be only \$40 or it might be \$80.

- What is the “pure insurance risk” portion of your premium? The VA has prepared a formula for determining the approximate amount of the “pure insurance risk.” You can find out approximately what this

Navy Tests Show Football Helmets Score in Game That's Played for Keeps

Football helmets are heading toward goals in a different kind of effort—this time to protect the lives of servicemen. Far from the grid-iron and under more grueling conditions, various types of regulation football headgear are being used in special studies by scientists under contract with the Navy to determine ways of protecting the head from fatal injury in accident crashes.

Extensive investigations of injuries received in private plane crashes revealed that in approximately 75 per cent of crash fatalities no parts of the body other than the head were injured in the crash.

A part of the Navy's program of investigation is being conducted by the Biological Sciences Division of the Office of Naval Research and the Bureau of Aeronautics in co-operation with the Cornell Aeronautical Laboratory of the Cornell University Medical College, and the investigation of helmets is being

carried on in connection with studies for designs of safer cockpits and passenger compartments for aircraft. To make studies and tests which evaluate the results of an impact blow, the scientists have developed a head-shaped form equivalent to that of a human head and with mechanical properties of a plastic shell similar to the human skull.

The plastic head is mounted on a catapult apparatus to throw the simulated head against the structure and panels installed in airplane cockpits. The head is projected by the catapult against the cockpit equipment at speeds approximating those experienced in actual crash conditions.

The purpose of the series of tests on various type cockpit installations is to evaluate the results of the impact blow to obtain engineering information for the design of safe aircraft and the development of

headgear for aviation personnel which will reduce the high percentage of fatal skull and brain injuries.

With further studies, tests so far indicate that it will be possible to design a cockpit with particular reference to other than military aircraft which will have a high degree of safety for helmeted pilots at crash speeds of 100 mph or greater.

Present Navy carrier aircraft, by reason of high structural strength with lap belt and shoulder harness for air crews, already provide protection against crash forces of approximately 40 Gs.

The engineers report that with improved design of plane cockpits and interiors, it is entirely possible to absorb impacts of 400 to 800 pounds per square inch without skull fractures. Prevention of skull injuries by proper absorption devices will greatly reduce the number of fatal injuries received in plane crashes, the engineers claim.

TABLES

Pure Insurance Risk Cost—National Service Life Insurance

Amount of annual premium waiver (reduction) for each \$1,000 of your NSLI permanent plan policy. (See the accompanying article explaining how pure insurance risk affects your decision to execute a waiver.)

		Ordinary Life							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$14.56	\$16.22	\$18.47	\$21.31	\$25.10	\$30.07	\$36.94	\$46.53
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.68	7.87	8.29	8.81	9.70	11.03	13.64	18.50
Length of	5th "	7.64	7.83	8.28	8.91	9.98	11.83	15.39	21.49
time pol'y	10th "	7.59	7.83	8.37	9.20	10.82	13.70	18.56	26.39
has been	15th "	7.58	7.92	8.66	9.98	12.53	16.55	22.86	32.54
in effect	20th "	7.67	8.20	9.39	11.59	15.14	20.40	28.25	38.91

		30 Payment Life							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$18.23	\$19.77	\$21.67	\$24.03	\$27.23	\$31.61	\$37.88	\$46.88
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.57	7.83	8.19	8.66	9.54	10.94	13.63	18.47
Length of	5th "	7.39	7.66	8.06	8.64	9.71	11.64	15.31	21.42
time pol'y	10th "	7.14	7.44	7.93	8.73	10.31	13.28	18.26	26.17
has been	15th "	6.85	7.23	7.89	9.11	11.57	15.61	22.05	31.95
in effect	20th "	6.53	7.03	8.03	9.93	13.16	18.22	26.06	37.21

		20 Payment Life							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$23.20	\$25.10	\$27.35	\$29.95	\$33.39	\$37.65	\$43.45	\$51.50
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.52	7.81	8.18	8.59	9.53	10.83	13.46	18.26
Length of	5th "	7.17	7.45	7.83	8.31	9.38	11.17	14.67	20.62
time pol'y	10th "	6.64	6.90	7.32	7.93	9.37	11.92	16.38	23.66
has been	15th "	5.96	6.23	6.69	7.50	9.37	12.29	17.07	24.71
in effect	20th "	5.10	5.34	5.82	6.68	8.25	10.21	12.80	15.64

		20 Year Endowment							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$40.96	\$41.20	\$41.55	\$42.15	\$43.33	\$45.22	\$48.78	\$54.81
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.50	7.75	8.08	8.57	9.50	10.77	13.43	18.23
Length of	5th "	6.52	6.79	7.16	7.76	8.87	10.65	14.20	20.20
time pol'y	10th "	4.99	5.27	5.70	6.42	7.85	10.31	14.73	22.06
has been	15th "	2.96	3.22	3.60	4.33	5.84	8.25	12.54	19.83
in effect	20th "	.19	.20	.19	.19	.32	.33	.55	.89

		Endowment at age 60							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$19.06	\$22.38	\$26.87	\$33.39	\$43.33	\$60.02	\$93.53	
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.55	7.83	8.14	8.67	9.50	10.74	13.07	—
Length of	5th "	7.35	7.57	7.81	8.25	8.87	9.72	10.14	—
time pol'y	10th "	7.04	7.19	7.33	7.60	7.85	7.24	.80	—
has been	15th "	6.68	6.75	6.74	6.71	5.84	.45	—	—
in effect	20th "	6.26	6.21	5.96	4.99	.32	—	—	—

		Endowment at age 65							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$17.17	\$19.77	\$23.20	\$28.06	\$34.81	\$45.22	\$62.75	\$97.20
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.57	7.83	8.14	8.74	9.47	10.77	13.33	17.71
Length of	5th "	7.43	7.66	7.95	8.54	9.26	10.65	12.94	14.55
time pol'y	10th "	7.24	7.44	7.72	8.31	9.09	10.31	10.40	1.16
has been	15th "	7.03	7.22	7.51	8.16	8.81	8.25	.64	—
in effect	20th "	6.82	7.02	7.37	7.91	7.04	.33	—	—

amount is in your case by referring to the tables at the end of this article.

• Here's how you use this information. If you took out a \$10,000 ordinary life NSLI policy at age 35 and the policy is now in its fifth year, the "pure insurance risk" portion of your premium would be \$89.10. If you have estimated your annual dividend as \$60, then you would save approximately \$29.10 a year by waiving.

There is one more important point concerning the waiver of the pure insurance risk portion of your premiums: Because the government insurance rates vary from month to month and not from year to year, it is not practical to collect variable premiums. Therefore, do not ask to have your allotment changed. *Until a final procedure is worked out, all holders of permanent plan policies should continue to pay the full premium—even though they have applied for a waiver and regardless of whether they pay by allotment or directly to the VA.* At a later date, the VA will make an adjustment and refund all overpayments to the insured.

Some sailors who have already applied for a waiver may decide that they should not have executed the waiver. The VA will accept a revocation of the waiver, in letter form, to become effective on the date the next premium becomes due. Revocation of the waiver will not be retroactive, however, and no dividend will be paid for the period during which the waiver was in effect. The pure insurance risk portion of the premium during the waiver period will, of course, be refunded to the policy holder.

The following unofficial tables, compiled by the Navy and the VA, enable NSLI and USGLI policy holders to estimate the amount of "pure insurance risk" and thus determine the advantage or disadvantage in executing a waiver. They are contained, along with additional detailed information, in BuPers-Mar-Corps Joint Ltr, 28 Sept 1951, (NDB 30 Sept 1951), not in BuPers Circ Ltr 174-51 as previously reported in ALL HANDS. Here's how you use the tables:

First locate the proper table in your case—whether ordinary life, 20-year endowment or whatever it is.

Then, find the column showing the age nearest the age at which you took out your permanent plan policy. Read down until you come to the line showing the number of years your policy has been in effect. You will then have found the approximate "pure insurance risk" portion per \$10,000 of your insurance. If you have, say, \$10,000 worth of insurance, multiply the sum of the "pure insurance risk" by 10.

Pennsylvanians in Service Can Get Absentee Ballots

Any person who is on active duty with the armed forces and is a qualified voter in the Commonwealth of Pennsylvania may now exercise the absentee ballot privilege.

Pennsylvania residents on active duty, regardless of whether previously registered or enrolled as a voter may now exercise the absentee ballot privilege.

Whenever a qualified voter on active duty with the armed forces is present in the voting district of his residence on any election day and has not already voted in such election, he may apply to his district election board for an official ballot and vote in such election.

Application for an absentee ballot may be made at any time prior to an election by using either Standard Form 76, USWBC Form No. 1, or by postcard or letter to the Secretary of the Commonwealth or to the county board of election of his voting residence. The ballot should be executed in accordance with procedure outlined in BuPers Circ. Ltr. 180-50 (AS&SL, July - December 1950), and mailed to the county election board of his voting district.

The appointed voting officer on board your ship or station can furnish the proper forms.

Civilian personnel who are qualified voters of Pennsylvania and in the service of the American Red Cross, the Society of Friends, the Women's Auxiliary Service Pilots, the American Field Service, or the United Service Organizations attached to and serving with the armed forces of the U.S. are also permitted the absentee ballot privilege.

Pennsylvania's absentee ballot privilege is covered in BuPers Circ. Ltr. 185-51 (NDB, 30 Oct 1951).

PURE INSURANCE RISK—U.S. GOVERNMENT LIFE INSURANCE

Amount of annual premium waiver (reduction) for each \$1,000 of your USGLI permanent plan policy.

		Ordinary Life							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$13.58	\$15.24	\$17.36	\$20.08	\$23.74	\$28.71	\$35.56	\$45.13
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.60	7.87	8.23	8.72	9.56	10.95	13.59	18.44
Length of	5th "	7.58	7.87	8.27	8.86	9.88	11.81	15.41	21.55
time pol'y	10th "	7.58	7.90	8.40	9.22	10.78	13.77	18.71	26.60
has been	15th "	7.61	8.05	8.76	10.06	12.59	16.74	23.18	32.99
in effect	20th "	7.74	8.37	9.56	11.76	15.34	20.79	28.81	39.67

		30 Payment Life							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$16.54	\$18.07	\$19.96	\$22.44	\$25.63	\$30.00	\$36.38	—
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.48	7.75	8.10	8.68	9.51	10.85	13.59	—
Length of	5th "	7.36	7.65	8.03	8.71	9.74	11.62	15.35	—
time pol'y	10th "	7.17	7.50	7.99	8.88	10.45	13.38	18.45	—
has been	15th "	6.96	7.36	8.04	9.39	11.84	15.90	22.46	—
in effect	20th "	6.73	7.28	8.31	10.38	13.67	18.79	26.83	—

		20 Payment Life							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$20.79	\$22.56	\$24.81	\$27.52	\$30.95	\$35.32	\$41.34	\$49.50
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.50	7.71	8.10	8.60	9.45	10.77	13.45	18.16
Length of	5th "	7.23	7.42	7.83	8.41	9.41	11.20	14.79	20.69
time pol'y	10th "	6.80	7.00	7.44	8.16	9.56	12.16	16.75	24.04
has been	15th "	6.25	6.45	6.97	7.93	9.82	12.87	17.88	25.62
in effect	20th "	5.54	5.73	6.33	7.42	9.12	11.36	14.40	17.57

		20 Year Endowment							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$39.10	\$39.34	\$39.69	\$40.28	\$41.46	\$43.47	\$47.02	\$53.04
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.50	7.74	8.06	8.53	9.43	10.81	13.41	18.13
Length of	5th "	6.56	6.82	7.19	7.78	8.87	10.76	14.27	20.22
time pol'y	10th "	5.06	5.35	5.77	6.48	7.92	10.51	14.94	22.27
has been	15th "	3.05	3.30	3.68	4.42	5.95	8.50	12.85	20.18
in effect	20th "	.20	.20	.18	.17	.29	.39	.56	.84

		30 Year Endowment							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$24.23	\$24.69	\$25.40	\$26.46	\$28.47	\$31.66	\$37.09	\$45.60
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.56	7.77	8.18	8.63	9.56	10.85	13.51	18.33
Length of	5th "	7.16	7.42	7.90	8.51	9.66	11.52	15.20	21.36
time pol'y	10th "	6.53	6.86	7.48	8.34	10.08	13.04	18.13	26.21
has been	15th "	5.70	6.14	6.95	8.25	10.88	14.99	21.69	32.00
in effect	20th "	4.58	5.11	6.21	8.08	11.40	16.54	24.84	36.84

		Endowment at Age 62							
Age at issue		20	25	30	35	40	45	50	55
Annual premium		\$17.01	\$19.85	\$23.74	\$29.30	\$37.56	\$50.91		
Pure insurance risk (that is, the amount of the above premium which you do not pay if you waive.)									
	1st year	7.55	7.79	8.13	8.64	9.42	10.67	—	—
Length of	5th "	7.42	7.62	7.91	8.38	9.06	10.14	—	—
time pol'y	10th "	7.21	7.36	7.60	7.98	8.51	8.79	—	—
has been	15th "	6.97	7.08	7.24	7.50	7.37	4.25	—	—
in effect	20th "	6.70	6.74	6.79	6.49	3.54	—	—	—

Sole Surviving Sons Will Not Be Assigned to Duties In Actual Enemy Combat

Assignment to non-combat duty of a sole remaining son is the subject of BuPers Circ. Ltr. 196-51 (NDB, 30 Nov 1951). Upon his own request or upon the request of one of his parents, the sole remaining son who is serving in the Navy, whether officer or enlisted, will not be assigned to duties normally involving actual combat with the enemy. Sole remaining sons now serving in duties involving actual combat with the enemy will be re-assigned under the same conditions. In either case the individual may waive his rights to this policy if he wishes.

Personnel to whom this letter applies are those sole remaining sons of a family in which the father or one or more sons or daughters, as a result of hazards incident to service in the armed forces since 16 Sept 1940:

- Have been killed.
- Have died as a result of wounds, accidents or disease.
- Are in a captured or missing-in-action status.
- Are permanently and 100 per cent physically or mentally disabled, or hospitalized on a continuing basis, and not gainfully employed by virtue of such disability.

Requests for the non-combat assignment should be submitted officially via commanding officers to the Chief of Naval Personnel. Applications from parents should be addressed directly to the Chief of Naval Personnel. Applications from

411 Years of Good Conduct By Destroyer's Personnel

A record of more than four centuries of good conduct has been credited to a group of 4.0 sailors in *uss Vogelgesang* (DD 862), who have been awarded 79 Good Conduct Medals.

Instrumental in recording this achievement was D. G. Morris, PN3, usn, leading petty officer in the ship's office, who examined hundreds of enlisted men's jackets to bring their records up to date. Many of the medal winners are well on their way to a second Good Conduct award, with their accumulated records totalling 411 years.

A similar job of examining enlisted records for these awards was accomplished by Francis J. McBee, PNA1, USNR, for personnel in *uss Bairoko* (CVE 115), who earned a total of 32 Good Conduct Medals equaling 135 years (see ALL HANDS, October 1951, p. 57).

parents will not be acted upon, however, until the desires of the individual concerned have been determined.

These requests or applications must contain the full name, rank or rating, serial or file number and branch of the service of those previously lost under the above conditions. They should also contain an affirmative statement that the individual whose assignment is in question is a sole remaining son as defined above.

It is to be pointed out that this policy is not to be interpreted to mean that sole surviving sons will not be assigned to duty afloat or at overseas bases, but rather that they will be assigned to appropriate non-combat areas as designated by the major commanders concerned.

This letter supersedes BuPers Circ. Ltr. 166-50 (NDB, July-December 1950). See ALL HANDS, November 1950, p. 6. Resubmission of requests made in accordance with the previous circular letter is not required since all decisions that are rendered in accordance with the superseded circular letter remain in effect.

Latest Available Movies Listed for Convenience Of Ships, Overseas Bases

The latest 16-mm. feature movies, available from the Navy Motion Picture Exchange, Bldg 311, U.S. Naval Base, Brooklyn 1, N. Y., is listed here for the convenience of ships and overseas bases. Program number follows the title of each picture. Technicolor films are designated by (T). Distribution of the following films began in November.

ALL HANDS will carry new listings from time to time of 16-mm. motion pictures obtainable from the Navy Motion Picture Exchange.

Close to My Heart (749): Melodrama; Gene Tierney, Ray Milland.

The Longhorn (750): Western; Bill Elliott, Phyllis Coates.

No Highway in the Sky (751): Drama; James Stewart, Marlene Dietrich.

The Lady and the Bandit (752): Melodrama; Louis Hayward, Patricia Medina.

Havana Rose (753): Comedy; Estelita Rodriguez, Hugh Herbert.

In Which We Serve (754): Drama; Noel Coward, John Mills.

Calling Bulldog Drummond (755): Melodrama; Walter Pidgeon, Margaret Leighton.

Love Nest (756): Comedy; June Haver, William Lundigan.

Insurance Investigator (757): Melodrama; Audrey Long, Richard Denning.

Journey Into Light (758): Drama; Sterling Hayden, Vivica Lindfors.

Hurricane Island (759): Drama; Jon Hall, Marie Windsor.

The Day the Earth Stood Still (760): Drama; Michael Rennie, Pat Neal.

His Kind of Woman (761): Melodrama; Robert Mitchum, Jane Russell.

Painting the Clouds With Sunshine (762) (T): Musical; Dennis Morgan,



"... wants to know if we want any windows washed."



"Is there someone else?"

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Duty Orders to Increase For Enlisted Reservists In Lowest 3 Pay Grades

Reservists in pay grades E-1, E-2 and E-3 will be ordered to active duty during the next few months to fill quotas authorized by the Chief of Naval Personnel.

Personnel of the Organized Reserve and Volunteer Reserve will be ordered involuntarily to active duty to the extent necessary to complete that part of the quota not filled by volunteers.

However, the following personnel will not be ordered involuntarily:

- Men with children.
- Veterans of 90 days' service during World War II or 12 months' service between 16 Sept 1940 and 24 June 1948.

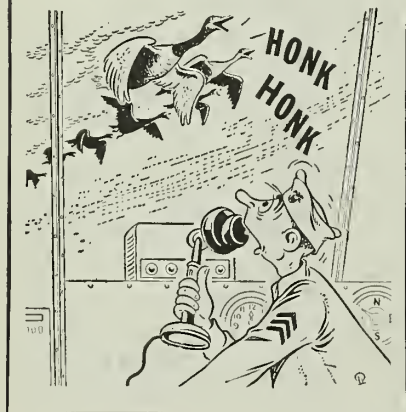
That Honk in the Sky Is Marine, Not Goose

When you hear the "honk" of the wild goose in Korea, don't crane your neck looking for fowl. It just means a pilot is coming in for a landing.

The "goose"—a Japanese bulb horn—was introduced at the First Marine Aircraft Wing Station in Korea to eliminate unnecessary voice transmittal. On approaching the field, a pilot presses his microphone switch and sounds off with a blast on the horn.

A single "honk" means he wants landing instructions. Two blasts signify the wheels and flaps are down. When the pilot is ready to make his final approach, the "goose" honks three times.

So far no real geese, no ganders, have been attracted by the unusual device.



- High school students.
- Men under the age of 18½ years.

All Reservists ordered to active duty must have an obligated period of 24 months remaining on their enlistments. Men who have less than 24 months remaining may extend their enlistments for one, two or three years.

If an Organized Reservist in this status declines to extend his enlistment he will be transferred to a V-6 classification and notification of such transfer will be sent his Selective Service Board.

Men ordered to active duty will be given four months' advance notice before reporting, if practicable. Volunteers, however, may indicate when they wish to report and will have their orders issued accordingly, within quotas.

Men in pay grades E-1, E-2 who have had regular recruit training and all E-3s will report to a receiving station for outfitting and processing and will then be assigned to duty by BuPers. All other men in pay grades E-1 and E-2 will be required to take recruit training.

The quota also calls for a small number of submarine personnel. These men will include members of Organized Submarine divisions and men who are qualified for submarine training (holding designation "SP" or "SG"). The number of those ordered involuntarily to active duty will depend upon the extent to which quotas are met with volunteers.

Ordnance Disposal Course Open to USNs and USNRs

Regular Navy and Reserve personnel on active duty may apply for a six-months' basic training course in explosive ordnance disposal at the Naval Powder Factory, Indian Head, Md.

Application from volunteers for this training are particularly desired from USN and USNR officers with rank of lieutenant, junior grade, and ensign, and from enlisted personnel with GM, TM, MN or AO ratings.

Applicants accepted for the training are entitled to extra incentive pay.

Personnel who volunteer for work in explosive ordnance disposal will be trained in recognition, construction, operation and use of under-

2,031 Enemy Vessels Destroyed or Damaged

A total of 2,031 enemy vessels have been destroyed or damaged by United Nations naval aircraft since the beginning of the Korean conflict. The majority of these were junks and sampans of various sizes and description. Summarized by type and number, these vessels are as follows:

Type	Destroyed	Damaged
Barges	46	17
Corvettes	5	4
Freighters	3	2
Junks and sampans	530	1369
Landing ship, tank	1	0
Land craft, medium	5	0
Motor torpedo boats	3	3
Tankers	1	0
Tugs	2	1
Patrol craft and minesweepers	7	32

water and land explosive ordnance together with the correct methods for the rendering safe and disposal of such ordnance.

Each student is instructed in the theory, equipment and technique of shallow water and deep sea diving as related to underwater ordnance disposal work. The training leads to qualification of diver second class.

Enlisted applicants must be physically qualified, have a minimum GCT of 55 and MK Mech or Elect of 50, and must have at least two years of obligated service at time of entrance or agree to extend their enlistments.

According to BuPers Circ. Ltr. 175-51 (NDB, 15 Oct 1951), which outlines requirements for the school, volunteers should submit their applications via commanding officers. Officers' applications will be addressed via COs to Chief of Naval Personnel (Attn: Pers B-111h), and enlisted personnel of the required ratings assigned to Fleet Activities will address applications via COs to ComServLant and ComServPac, as appropriate. Enlisted personnel assigned to continental shore bases apply via COs to Chief of Naval Personnel (Attn: Pers B-212).

New Rules for Flight Pay Issued by Navy for Officers, Enlisted Men

Officers and enlisted personnel may draw flight pay only when assigned to duty in a flying status involving operational or training flights, including flights which are necessary to maintain the proficiency of administrative personnel, according to Alnav 111-51 (NDB, 15 Nov 1951) and BuPers Circ. Ltr. 193-51 (NDB, 15 Nov 1951).

Certification for flight pay must be contained in the flight certificate—BuSandA Form 38—and must state that an individual has “fulfilled all flight requirements and conditions in force.”

The Navy's policy regarding the flight status of its naval aviators and enlisted personnel engaged in duty involving flying and their entitlement to flight pay, is outlined again in OpNav Instruction 3700.3.

Four general classifications of naval aviators, according to the directive, will continue to be ordered to duty involving flying since each is required to maintain flying proficiency:

- Those who are on duty and directly connected with aviation activities of various kinds.
- Those who, pursuant to the overall naval policy of integrating aviation with the rest of the Navy, are assigned to other than air activities for the purpose of bringing aviation knowledge to those activities.
- Those who are temporarily in schools in order to broaden their aviation or overall Navy knowledge.
- Those who are performing duty in other branches of the armed services, other Departments of the Government, and with joint or foreign agencies because naval aviation experience is needed in those activities.

In case of non-pilot officers and enlisted members, assigned to duty involving flying as crew members or non-crew members, administrative commands or commanding officers will continually review the requirements for duty involving flying. Such personnel shall be issued flight orders to meet actual flight requirements of the command. Whenever an individual is no longer

Marines Near the Front Have Mobile Dental Unit

Marines in Korea may not have “all the comforts of home” but they have something few state-siders have—a dentist that goes to see them.

A mobile dental unit, manned by a dental officer, an enlisted dental technician and a driver, is now making patient-to-patient calls among Marine outfits near the front.

To make this project possible, the First Marine Division's engineer battalion has converted a field kitchen truck into a dentist's chair, overhead lamp and dental “office,” the truck accommodates a dentist's engine. It is wired for electricity and fitted with a tank to provide running water. Electricity can be supplied either by outside sources or by the unit's own generator which is carried in a quarter-ton trailer.

required for regular and frequent flights, COs will terminate their flight status. In the case of officer personnel to be removed from flight status, the commanding officer will recommend to the Chief of Naval Personnel or Commandant of the Marine Corps, as appropriate, cancellation of orders to duty involving flying.

On 1 July each year, administrative commanders and COs will review the flight records of each pilot under their command and, except for those cases where circumstances are beyond the control of the individual, personnel who fail to maintain their flight proficiency, will be sent before a naval aviator disposition board.

Only aviation personnel who are needed to meet the actual flight requirements of the command will be ordered to flight status. The OpNav instructions also emphasize that assignment to flight duties does not constitute a reward for superior accomplishment in non-flying billets.

In the case of Reservists in drill flight status, such personnel will be governed by the existing directives of the administrative commands of Naval Air Reserve Training and Marine Corps Air Reserve Training.

Requests for Assignment To Recruiting Duty Asked From Eligible Personnel

Requests for assignment to recruiting duty are wanted from eligible personnel, especially men holding chief or first class YN, PN, DK and SK ratings.

To be eligible for recruiting duty, YNCs, YN1s, PNCs, PN1s, DKCs and DK1s must have accumulated 18 months' continuous sea duty. SKCs and SK1s must have two years' continuous sea duty.

In addition, BuPers wants requests from men of the following ratings: YN3, YN2, PN3, PN2, and HM2. To be eligible, YN3s, YN2s, PN3s and PN2s must have at least two years' continuous sea duty; HM2s need 21 months' continuous sea duty.

Enlisted personnel can be carried on only one eligibility list at a time. Therefore, men desiring recruiting duty, who are on other eligibility lists, should request removal of their names from such lists when applying for recruiting duty.

Requests for recruiting duty should be forwarded to the Chief of Naval Personnel (Attn: Pers B6), via the chain of command. Additional information will be found in Article C-5208, *BuPers Manual*, and BuPers Circ. Ltr. 198-51 (NDB, 15 Nov 1951).

600 Commissioned Warrants Assigned to W-3 and W-4

Approximately 600 Regular Navy and Naval Reserve commissioned warrant officers on active duty have been assigned to pay grades W-3 and W-4, according to BuPers Circ. Ltr. 194-51 (NDB, 15 Nov 1951).

All active duty officers whose dates of commencement of commissioned service under current appointment—as distinguished from dates of rank—were 28 Feb 1945 or earlier were considered for assignment to pay grade W-3.

Officers on active duty with 12 years' commissioned service on or prior to 30 June 1952 were considered for assignment to pay grade W-4. The names of the warrant officers who were selected for advancement in pay grade are listed in the directive.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands. NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 117—Established commuted ration and leave ration of enlisted personnel at \$1.20, effective as of 1 Nov 1951.

No. 118—Established hospital ration at \$1.20 effective as of 1 Nov 1951, amending Alnav 51-51 (NDB, 15 June 1951).

No. 119—Lists the names of USN officers selected for temporary pro-

motion to grade of rear admiral, Dental Corps.

No. 120—Lists the names of officers selected (from eligible Regular and Reserve officers on active duty) for temporary promotion to grade of captain in Medical Corps, Supply Corps, and Chaplain Corps.

No. 121—Lists the names of officers selected (from eligible Regular and Reserve officers on active duty) for temporary promotion to the grade of commander, Medical Corps, Supply Corps, Chaplain Corps, Medical Service Corps, and Nurse Corps.

No. 122—Lists the names of officers selected (from eligible Regular and Reserve officers on active duty) for temporary promotion to the grade of commander, Civil Engineer Corps.

No. 123—Prescribes instructions governing the retention or release

of enlisted Volunteer Reservists who are in a disciplinary status, hospitalized or otherwise under medical treatment, in so far as the provisions for retention for a period of 16 months on active duty is applicable.

No. 124—Lists the names of officers selected (from eligible Regular and Reserve officers on active duty) for temporary promotion to the grades of captain and commander in the Dental Corps.

NavActs

No. 9—Promulgates rates for sale of meals from Navy general messes, by cash or payroll checkage, effective as of 1 Dec 1951.

BuPers Circular Letters

No. 186—Modifies BuPers Circ. Ltr. 97-51 (NDB, 15 June 1951) as it relates to citizenship requirements and time of examination in applications for appointment in Medical Allied Sciences and Pharmacy Sections of the Medical Service Corps.

No. 187—Announces opportunities for assignment to basic, advanced and refresher courses at U. S. Naval School of Music by qualified personnel, Regular and Reserve, who have sufficient obligated service and the required background; and states that a change in rating may be necessary in some cases.

No. 188—Sets 29 Feb 1952 as deadline for receipt by BuPers of applications from certain qualified Naval Reserve aviators requesting appointment to commissioned grade in the line of Regular Navy.

No. 189—Announces names of Fleet Reserve enlisted personnel now serving on active duty who have been selected for original temporary appointment to their previously held highest unrestricted temporary usn grade, but not above the grade of lieutenant.

No. 190—Announces names of Regular Navy warrant and enlisted personnel who have been selected for original temporary appointment to their previously held highest unrestricted temporary usn grade, but not above that of lieutenant.

No. 191—Pertains to the wearing of unauthorized insignia and campaign ribbons, and directs COs to insure that personnel wear only

'Keep Studying and Keep Advancing' Is the Word

Reports are still coming in to ALL HANDS in response to the articles on the impressive percentages of personnel passing the service-wide competitive examinations for advancement in rating. (ALL HANDS, July 1951, p. 42 and October 1951, p. 47.)

Still tops is uss *Grampus* (SS 523) with the proud record of 100 per cent of its enlisted candidates passing the examinations and advancing to the next grade. The five activities listed below are among the leading 20 units percentage-wise, reporting to ALL HANDS.

- USS Duncan (DDR 874) heads the latest list. Seventy-eight of Duncan's crew members took the January 1951 exams. Forty-nine men successfully passed the exams, representing a percentage of 62.8. Credit for the high percentage is given to a training program designed to prepare candidates for the tests. Last September, *Duncan* began a school program consisting of one-hour study sessions three times per week. Lectures, demonstrations and supervised study periods were the order of the day. The percentage of successful candidates indicates the time spent in

preparation for the exams was justified.

- Eighty-three men on board uss *Carter Hall* participated in the July 1951 examinations. Of these, 45 men were authorized for advancement, representing 57.8 per cent of the candidates. *Carter Hall*, also, had a shipboard training program.

- Composite Squadron Seven, Atlantic Fleet Air Force, had 67 successful candidates in the July exams, representing 54.5 per cent of its candidates.

- Composite Squadron Six, Atlantic Fleet Air Force, reports that 59 men were advanced as a result of the January exams, representing 51.2 per cent of those participating. Their score was higher in the July exams when 89 men participated and 57 passed, hiking their percentage of successful candidates to 64.

- Fifty percent of the men of Patrol Squadron 34, Atlantic Fleet Air Force, who took the January examinations passed and were advanced in rating.

These results, and those published in the previous articles, prove that training or study programs really pay off in advancements.

Academy Alumni Members Reminded of Annual Dues

Members of the U.S. Naval Academy Alumni Association are reminded that dues for the year 1951-2 are now receivable. The annual dues of \$5 includes subscription to *Shipmate*, the association's monthly magazine.

Persons who are eligible are urged to support the organization. Membership information and applications may be obtained from the secretary at the Alumni House, U. S. Naval Academy, Annapolis, Md.

those ribbons which are authorized and to which they are entitled.

No. 192—Adds names and addresses to *Referral Directory for Navy Veterans' Counselors* (covering Guam and Panama Canal Zone) supplementing BuPers Circ. Ltrs. 11-51 (NDB, 31 Jan 1951) and 149-51 (NDB, 15 Sept 1951).

No. 193—Specifies the terminology to be used in orders to naval personnel assigned to hazardous duty involving flying, covering pilots, crew members other than pilots, and non-crew members.

No. 194—Lists the names of Regular and Reserve commissioned warrant officers on active duty who have been selected for assignment to pay grades W-3 and W-4.

No. 195—Directs COs to insure strict compliance with instructions concerning chief and first class petty officer evaluation sheets, and lists omissions or discrepancies most commonly occurring in completing the evaluation sheets.

No. 196—Supersedes BuPers Circ. Ltr. 166-50 (NDB, Jan-June 1950) concerning assignment to duty of sole remaining sons, and pertains to assignment of such personnel to duties not involving actual combat with the enemy.

No. 197—Modifies BuPers Circ. Ltr. 85-51 (NDB, 31 May 1951) on procedures for separation of naval personnel, making changes in 8th N.D. naval stations listed in separation procedures.

No. 198—Announces BuPers will consider requests for assignment to recruiting duty of eligible men, particularly CPOs and 1st class petty

officers in ratings of YN, PN, DK, and SK, and from rated men in lower grades.

No. 199 (Restricted)—Contains information pertaining to personnel complements.

No. 200—Announces change in length of tour at Whittier, Alaska, from 18 to 12 months, changing BuPers Circ. Ltr. 74-50 (NDB, 31 May 1950) as modified by BuPers Circ. Ltr. 110-51 (NDB, 15 July 1951).

No. 201—Cancels BuPers Circ. Ltr. 192-50 (NDB, 15 Dec 1950) which temporarily suspended enrollments in the Five Term College Training Program.

No. 202—Revises BuPers Circ. Ltr. 120-51 (NDB, 31 July 1951) in so far as it pertains to medical and dental personnel, and places those who received pre-medical or pre-dental training under V-12 or ASTP programs in the first two categories in phasing schedules for release from active duty.

No. 203—Lists additional personnel who are authorized to wear the Combat Distinguishing Device on the Legion of Merit, Bronze Star Medal and Commendation Metal Pendant.

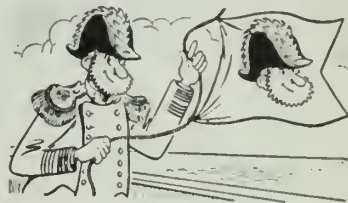
No. 204—Modifies BuPers Circ. Ltr. 12-50 (NDB, 31 Jan 1950 [corrected]) concerning eligibility requirements for advancement in rating; permits hospitalized personnel to participate in service-wide examinations for advancement under revised conditions, and waives the sea duty requirement of personnel in the PH rating.

No. 205—Provides instructions concerning the submission of concurrent fitness reports.

No. 206—Modifies BuPers *Supplemental Regulations for Navy Recreation Funds* to permit expenditure of such funds at isolated stations for payment of instructors in subjects incorporated in the Naval Training Program.

No. 207—Provides for the immediate advancement to the temporary rate in which discharged in the case of personnel (discharged from active or inactive service in a temporary rate) who enlist or reenlist in the Naval Reserve for service in the Volunteer Reserve, Organized Reserve, or for duty in an active billet in the U. S. Naval Reserve (designated ANR).

One of the first things that an experienced Navyman looks for as he surveys a Navy ship is its "distinctive mark." This mark, generally in the form of a commission pennant, personal flag or command pennant,



indicates that a ship is in commission—and a lot more. A personal flag usually designates a ship as a flagship, except when a flag officer eligible for command at sea is embarked as a passenger (in which case his personal flag is still flown). A commission pennant indicates the vessel is not a flagship and has no flag officer on board.

Navy Regs states: "The broad or burgee command pennant shall be the personal command pennant of an officer of the Navy, not a flag officer, commanding a unit of ships or aircraft." The broad command pennant is a blue and white swallow-



tailed flag. It is most frequently seen flying from a destroyer squadron flagship. The red and white burgee command pennants, on the other hand, are seen on destroyer division flagships.

The ship's "distinctive mark" is flown from the after mast of a two-masted ship. Mastless ships and single-masted ships fly the flag or pennant from the loftiest and most



conspicuous point practicable. To keep it from wrapping around itself, good quartermasters mount the flag or pennant on a "pigstick" in such a manner that the flag or pennant pivots and flies freely.

BOOKS: THE NEW YEAR BRINGS THE NEW GOOD BOOKS

THE NEW YEAR is bringing a good assortment of books to Navy libraries ashore and afloat. Reviews of some of the latest, chosen by the BuPers library staff, follow:

• *Closing the Ring*, by Winston S. Churchill; Houghton Mifflin Company.

The fifth volume of Churchill's monumental history of the second world war follows closely on the heels of his return to power as Britain's Prime Minister.

The present volume deals with the winning of Italy and the conferences at Teheran. It presents clearly the negotiations between governments required in planning global military and naval campaigns, in selecting commanders, in chopping conference sites, in preparing surrender terms. A few amusing sidelights—such as

the tale of the synthetic ice—make pleasant appearances from time to time.

As is to be expected, Churchill's mastery of the English language—his ability to state his views and to chronicle events with clarity and flavor—makes the volume entertaining from a literary standpoint as well as informative historically.

★ ★ ★

• *On & Off Soundings*, edited by William H. Taylor; D. Van Nostrand Company.

Thirty-five salty yarns and 21 "how-to-do-it" articles have been culled from *Yachting* magazine to fill the 520 pages of this book.

There are laugh-provoking tales like "Old Gentlemen's War" and blood-filled ones like "A Mutiny in the South Atlantic." Various stories

of adventurous cruises and narrow escapes cover most of the pages. The second part of the book contains articles designed to help the sailor and would-be sailor. Titles in this section include "Passage Sails," "Powerboat Handling," "What If You Lose Your Navigator?" and an especially intriguing chapter, "Why Not Retire Afloat?"

Most of the tales are short and suspenseful—just the thing to fill those 15 spare minutes before sack-time.

★ ★ ★

• *Stephen Hayne*, by Albert Idell; William Sloane Associates.

Against the background of the struggle between the "Pennsylvania Dutch" and the Irish immigrants who were flooding the labor markets, unfolds the story of Stephen Hayne, farmer - turned - soldier - turned - industrialist.

After leaving the Union army following the Civil War, Stephen spends a few years fighting Indians before returning to his farm. Finding his land no longer capable of providing a living, he turns to mining. Stephen makes a success of this venture, then dabbles in the stock-market in an effort to get more power through money.

The entertainment-seeker will find enjoyment in the itinerant love affairs and the excitement engendered by this tale of a rugged period in America's development.

★ ★ ★

• *Fifty Years of Popular Mechanics, 1902-1952*, edited by Edward L. Throm; Simon and Schuster.

This month *Popular Mechanics* magazine celebrates its golden anniversary with a 308-page illustrated volume covering mechanical and scientific developments of the past half-century.

The book is sprinkled with inventions, pictures, sidelights of American technological advances. You'll chuckle over some of the wild predictions and inventions that didn't quite pan out. And you'll be surprised at others that did.

The panorama is spelled out decade by decade. Each section is prefaced by a thumbnail rundown on newsworthy events and background material of the period. Entire pages from the magazine are reproduced, with explanatory notes printed in the margins.

This book should keep you occupied for hours.

Join The Marines


When the U. S. Marine Corps was advertising for recruits shortly after the end of the Civil War, inducements included \$16 pay per month for privates and musicians, \$18 for corporals, and \$20 for all sergeants

other than "First or Orderly Sergeant of a Company or Guard" who would receive \$24. Sea pay at the time amounted to \$1.50 extra a month.

A "Chicago Recruiting Rendezvous" poster of May 1866 (reproduced here) was aimed at "Able-bodied men between the ages of 18 and 40, not less than 5 feet 5 inches high, and of good character." It carried the information that "Soldiers serving in this Corps perform duty at Navy Yards and on board United States Ships of War on Foreign Stations, which affords a splendid opportunity to travel and see the world."

It further stated that the term of service was for four years and that a soldier reenlisting at the expiration of that time would have his pay increased "two dollars per month for the first reenlistment, with a further addition of one dollar per month for all subsequent reenlistments."

In conclusion, the poster drew attention to the fact that "in addition to the pay as above stated, one ration per day and an abundant supply of the best clothing is allowed to every soldier." Also, there was the reminder that "Quarters, fuel and medical attendance" are always provided by the Government, "without deduction from the soldier's pay," and "if a soldier should become disabled in the line of his duties, the law would provide a pension."



U.S. MARINE CORPS

RECRUITING SERVICE.

Wanted, for the United States Marine Corps,

Able-bodied MEN between the ages of 18 and 40 years not less than 5 feet 5 inches high, and of good character.

SOLDIERS serving in this Corps perform duty at Navy Yards and on board United States Ships of War on Foreign Stations, which affords a splendid opportunity to travel and see the world.

The term of service is FOUR YEARS and if a soldier reenlist at the expiration of that time his pay will be increased two dollars per month for the first reenlistment, with a further addition of one dollar per month for all subsequent reenlistments.

By good conduct and attention to duty a soldier will certainly rise to the position of a non-commissioned officer.

SERGEANTS in the Marine Corps frequently have independent command of guards on Shipboard War and always on Quarters. The following is the rate of pay as now established

GRADE.	PAY OF UNITED STATES MARINE CORPS.		
	Per Month	Per Year	Per Quarter
To the First or Orderly Sergeant of a Company or Guard.	\$24 00	\$288 00	\$1,152 00
All other Sergeants each.	20 00	240 00	960 00
Corporals.	16 00	192 00	768 00
Musicians.	16 00	192 00	768 00
Privates.	12 00	144 00	576 00
At Sea, the extra pay is	1 50	18 00	72 00

In addition to the pay as above stated one ration per day and an abundant supply of the best clothing is allowed to every soldier. A soldier who is careful of his clothing can save during his enlistment from 50 to 80 dollars. Quarters, fuel, and medical attendance are always provided by the Government, without deduction from the soldier's pay. If a soldier should become disabled in the line of his duties, the law provides for him a Pension.

All other information which may be desired, will be given at the Rendezvous.

LIEUT. H. C. COCHRAN,
Recruiting Officer.

RECRUITING RENDEZVOUS.
FARMER'S BUILDING, OHIO.
May, 1866.

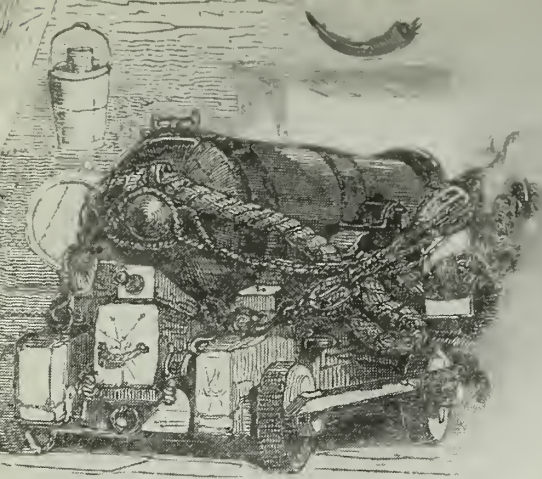
ALL HANDS BOOK SUPPLEMENT

COMBAT AT SEA



ACTION OFF MADEIRA: 1812

In this narrative a British seaman on HMS Macedonian tells of his ship's defeat by USS United States in a battle epic of the War of 1812. From the book "30 Years from Home" by Samuel Leech, published in 1847.



COMBAT AT SEA

To a young Englishman who had looked forward to a seaman's life as eagerly as Samuel Leech had during his 12 years of age, His Majesty's frigate *Macedonian* was a proud ship.

His first sight of the frigate was on a warm July afternoon in 1810 while she lay in graceful majesty on the sparkling waters off Gravesend, on the Thames below London. Her yards were braced up squarely, like the shoulders of a blacksmith, and her sides bore fresh wide bands of white, red and brown paint, well chosen colors for a sea-warrior.

Samuel's mother came on board while he signed the articles of enlistment, bringing for him a new chest of sailor's togs, a new Bible and a pack of cards. She departed from the ship only after the sun had gone down. The parting was to last 30 years.

British warships were then the most respected in the world, but in 1812 and the years thereafter, the Americans won some notable victories. *Macedonian* was one of the first to meet up with an American after the declaration of hostilities in 1812. Leech, now two years older than he was that day off Gravesend and assistant to the sailing master, here tells the story.



THE SABBATH came and with it a stiff breeze. We usually made a sort of holiday of this sacred day. After breakfast it was common to muster the entire crew on the spar deck, dressed as the captain might

dictate—sometimes in blue jackets and white trousers, or blue jackets and blue trousers. At other times we wore blue jackets, scarlet vests and blue or white trousers with our bright anchor buttons glancing in the sun, and our black, glossy hats, ornamented with black ribbons, and with the name of our ship painted on them. After muster, we frequently had church service read by the captain; the rest of the day was devoted to idleness. But we were destined to spend this Sabbath in a very

different manner than ever previously experienced.

We had scarcely finished breakfast before the man at the mast-head shouted, "Sail ho!"

The captain rushed upon deck, exclaiming, "Mast-head there!"

"Sir!"

"Where away is the sail?"

The precise answer to this question I do not recollect, but the captain proceeded to ask, "What does she look like?"

"A square-rigged vessel, sir," was the reply of the look-out.

After a few minutes, the captain shouted again, "Mast-head there!"

"Sir!"

"What does she look like?"

"A large ship, sir, standing toward us!"

By this time, most of the crew were on deck, eagerly straining their eyes to obtain a glimpse of the approaching ship and murmuring their opinions to each other on her probable character. Then came the voice of the captain, shouting, "Keep silence, fore and aft!" Silence being secured, he hailed the look-out to ask: "What does she look like?"

The look-out replied, "A large frigate, bearing down upon us, sir!"

A whisper ran among the crew that the stranger was a Yankee frigate. The thought was confirmed by the command of "All hands clear the ship for action, ahoy!" The drum and fife beat to quarters, bulk-heads were knocked away, the guns were released from their confinement, and the whole dread paraphernalia of battle was produced. After the lapse of a few minutes of hurry and confusion, every man and boy was at his post, ready to do his best service for his country. That is, everyone but the bandsmen, who, claiming exemption from the affray, safely stowed themselves away in the cable tier. We had only one sick man on the list, and he, at the cry of battle, hurried from his cot, feeble as he was, to take his post. A few of the junior midshipmen were stationed below on the berth deck with orders, given in our hearing, to shoot any man who attempted to run from his quarters.

Our men were all in good spirits, though they did not hesitate to express the wish that the coming foe turn out a Frenchman rather than a Yankee. We had been told, by the Americans in our crew, that frigates in the American service carried more and heavier metal than ours. This, together with our consciousness of superiority over

the French at sea, led us to prefer a French antagonist.

The Americans among our number felt quite disconcerted at the necessity which compelled them to fight against their own countrymen. One of them, named John Card, as brave a seaman as ever trod a plank, ventured to present himself as a prisoner to the captain, frankly declaring his objections to fight. The captain nevertheless ordered him up on deck. He was later killed by a shot from his own countrymen.

2

As the approaching ship showed American colors, all doubt of her character was put to an end. "We must fight her," was the conviction in every breast. Every possible arrangement that could insure success was accordingly made. The guns were shotted and the matches lighted, for, although our guns were all furnished with first-rate locks, they were also provided with matches, attached by lanyards, in case the lock should miss fire.

A lieutenant then passed through the ship, directing the marines and boarders, who were furnished with pikes, cutlasses, and pistols, how to proceed if it should be necessary to board the enemy. He was followed by the captain, who exhorted the men to fidelity and courage, urging upon their consideration the well-known motto of the brave Nelson, "England expects every man to do his duty."

In addition to all these preparations on deck, some men were stationed in the tops with small-arms. It was their duty to attend to trimming the sails and to use their muskets if we came to close action. There were others, also below, called sail trimmers, who would assist in working the ship should it be necessary to shift her position during the battle.

My station was at the fifth gun on the main deck. It was my duty to supply my gun with powder, a boy being appointed to each gun on the engaged side for this purpose. A wooden screen with a hole in it was placed before the entrance to the magazine. Through it the cartridges were passed to the boys. We received them there, covered them with our jackets and hurried to our respective guns.

Thus we all stood, awaiting orders in motionless suspense. At last we fired three guns from the larboard side of the main deck, but this was followed by the command, "Cease firing; you are throwing away your shot!"

Then came the order to "wear ship" and prepare to attack the enemy with our starboard guns. Soon after this I heard a firing from some other quarter, which I at first supposed to be a discharge from our quarter deck guns. However, it proved to be the roar of the enemy's cannon.

A strange noise, such as I had never heard before, next arrested my attention. It sounded like the tearing of sails, just over our heads. This I soon ascertained to be the wind of the enemy's shot. The firing, after a few minutes' cessation, recommenced. The roaring of cannon could now be heard from all parts of our trembling ship, and, mingling as it was with that of our foes, made a most hideous noise.

3

Though the recital may be painful, yet as it will reveal at what a fearful price a victory is won or lost, I will present the reader with things as they met my eye during the progress of this dreadful fight.

The cries of the wounded rang through all parts of the ship. The injured were carried to the cockpit as fast

as they fell. As I was stationed but a short distance from the main hatchway, I could catch a glance at all who were carried below. A glance was all I could indulge in, for the boys belonging to the guns next to mine were wounded in the early part of the action, and I had to spring with all my might to keep three or four guns supplied with cartridges. I saw two of these lads fall almost as one. One of them was struck in the leg by a large shot. The other got a grape or canister shot through the ankle. A stout Yorkshireman lifted him in his arms, and hurried him to the cockpit. Two of the boys stationed on the quarter deck were killed.

I saw one of the officers in my division fall. He was a noble-hearted fellow named Nan Kivell. A grape of canister shot struck him near the heart. Exclaiming, "Oh! My God!" he fell and was carried below, where he died shortly after.

Lieutenant Hope, our first lieutenant, was also slightly wounded by a grummet, or small iron ring, probably torn from a hammock clew by a shot. He went below, shouting to the men to fight on. Having had his wound dressed, he came up again, shouting to us at the top of his voice and bidding us fight with all our might.

On went the battle. Our men kept cheering with all their might. I cheered with them, though I confess I scarcely knew for what. Certainly there was nothing very inspiring in the aspect of things where I was stationed. So terrible had been the work of destruction round us, our ship was like a slaughterhouse. Not only had we had several boys and men killed or wounded, but several of the guns were disabled. The one I belonged to had a piece of the muzzle knocked out, and when the ship rolled, it struck a beam of the upper deck with such force as to become jammed and fixed in that position. A twenty-four pound shot had also passed through the screen of the magazine, immediately over the orifice through which we passed our powder. The schoolmaster received a death wound from this. The brave boatswain, who came from the sick bay to the din of battle, was fastening a stopper on a backstay which had been shot away when he too was struck down. Another of our midshipmen also received a severe wound. An unfortunate wardroom steward was killed. A fellow named



VICTOR—In a brief but bloody battle, USS *United States*'s firepower sent HMS *Macedonian* down to defeat.



VANQUISHED—*Macedonian* struck her colors and Britain lost another round in her fight to control the seas.

John, who for some petty offense had been sent on board as a punishment, was carried past me, wounded. Even a poor goat, kept by the officers for her milk, did not escape the general carnage.

Such was the terrible scene, amid which we kept on our shouting and firing. Our men fought like tigers. Some of them pulled off their jackets, others their jackets and vests; while some, still more determined, had taken off their shirts, and, with nothing but a handkerchief tied round the waistbands of their trousers, fought like heroes. I observed a boy named Cooper stationed at a gun some distance from the magazine. He came to and fro on the full run and appeared to be as "merry as a cricket." The third lieutenant cheered him along occasionally by saying, "Well done, my boy, you are worth your weight in gold."

The din of battle continued. Grape and canister shot were pouring through our portholes like leaden rain, carrying death in their trail. The large shot came against the ship's side like iron hail, shaking her to the very keel, or passing through her timbers and scattering terrific splinters, which did a more appalling work than even the blow itself. The reader may form an idea of the effect of grape and canister when he is told that grape shot is formed by seven or eight balls confined to an iron and tied in a cloth. These balls are scattered by the explosion of the powder. Canister shot is made by filling a powder canister with balls, each as large as two or three musket balls; these also scatter with direful effect when discharged. With splinters, cannon balls, grape and canister poured incessantly upon us, the work of death went on.

Suddenly, the rattling of the iron hail ceased. We were ordered to cease firing. A profound silence ensued, broken only by the stifled groans of the brave sufferers below. It was soon ascertained that enemy had shot ahead to repair damages, for she was not so disabled but that she could sail without difficulty. We were so cut up that we lay utterly helpless. Our head braces were shot away. The fore and main topmasts were gone. The mizzen mast hung over the stern, having carried several men over with it. We were in the state of complete wreck.

A council was now held among the officers on the quarter deck. Our condition was perilous in the extreme.

Victory or escape was alike hopeless. Our ship was disabled. Many of our men were killed. Many more were wounded. The enemy would without doubt bear down upon us in a few moments, and, since she could now choose her own position, without doubt she would rake us fore and aft.

Any further resistance was therefore folly. So, in spite of the hot-brained lieutenant, Mr. Hope, who advised them not to strike but to sink alongside, it was determined to strike our bunting.

This was done by the hands of a brave fellow named Watson, whose saddened brow told how severely it pained his lion heart to do it. To me it was a pleasing sight, for I had seen fighting enough for one Sabbath—more than I wished to see again, even on a week day. His Britannic Majesty's frigate *Macedonian* was now the prize of the American frigate *United States*.

4

I now went below to see how matters appeared there. Pursuing my way to the wardroom, I necessarily passed through the steerage, which was strewn with the wounded. It was a sad spectacle. Groans and cries rent the air. Some were groaning, a few were praying, while those last arrived were begging to have their wounds dressed next.

While looking round the ward-room, I heard a noise above—it was the arrival of the boarders from the conquering frigate. Very soon a lieutenant (I think his name was Nicholson) came into the ward-room and said to the busy surgeon, "How do you do, doctor?"

"I have enough to do," replied he, shaking his head thoughtfully. "You have made work for us!" These officers were not strangers to each other, since the commanders and officers of these two frigates had exchanged visits when we were lying at Norfolk some months before.

I now set to work to render all the aid in my power to the sufferers.

We got out the cots as fast as possible, for most of the men were stretched out on the deck. One poor fellow who lay with a broken thigh begged me to give him water. I did. He looked unutterable gratitude, drank, and died.

There was a poor boy there crying as if his heart would break. He had been servant to the bold boatswain. Poor boy! He felt that he had lost a friend. I tried to comfort him by reminding him that he ought to be thankful for having escaped death himself.

Here, also, I met one of my messmates, who showed the utmost joy at seeing me alive, for, he said, he had heard that I was killed. He was looking up his messmates, which he said was always done by sailors. We found two of our mess wounded. One was the Swede, Logholm, who had fallen overboard many days earlier and was nearly lost.

Most of our officers and men were taken on board the victor ship. I was left, with a few others, to take care of the wounded. My master, the sailing master, was also among the officers who continued in the *Macedonian*. Most of the other men who remained were unfit for any service, having broken into the spirit-room. I was content to help myself to a little of the officers' provisions, which did me more good.

Among the wounded was a brave fellow named Wells. He walked about in fine spirits, as if he had received only slight injury. Indeed, while under operation he mani-

fested a similar heroism, observing to the surgeon: "I have lost my arm in the service of my country; but I don't mind it, doctor—it's the fortune of war."

5

We had all sorts of dispositions and temperaments among our crew. To me it was a matter of great interest to watch their various manifestations. Some who had lost their messmates appeared to care nothing about it, while others were grieving with all the tenderness of women. One of these was a seaman. A close friend had been killed. The two had formerly been soldiers in the same regiment. He bemoaned the loss of his comrade with expressions of profoundest grief.

There were also two boatswain's mates named Adams and Brown who had been messmates for several years in the same ship. Brown was killed or so wounded that he died soon after the battle. It was really a touching spectacle to see the rough, hardy features of Adams, that brave old sailor, streaming with tears as he picked out the dead body of his friend from among the wounded and gently carried it, saying to the inanimate form he bore, "O Bill, we have sailed together in a number of ships, we have been in many gales and some battles, but this is the worst day I have seen!"

The circumstance was rather a singular one, that in both the contending frigates the second boatswain's mate bore the name of William Brown and that they both were killed, yet such was the fact.

The great number of wounded kept our surgeon and his mate busily employed at their work until late at night, and it was a long time before they had much leisure.

When the crew of *United States* first boarded our frigate to take possession of her as their prize, our men, heated with the fury of the battle, exasperated with the

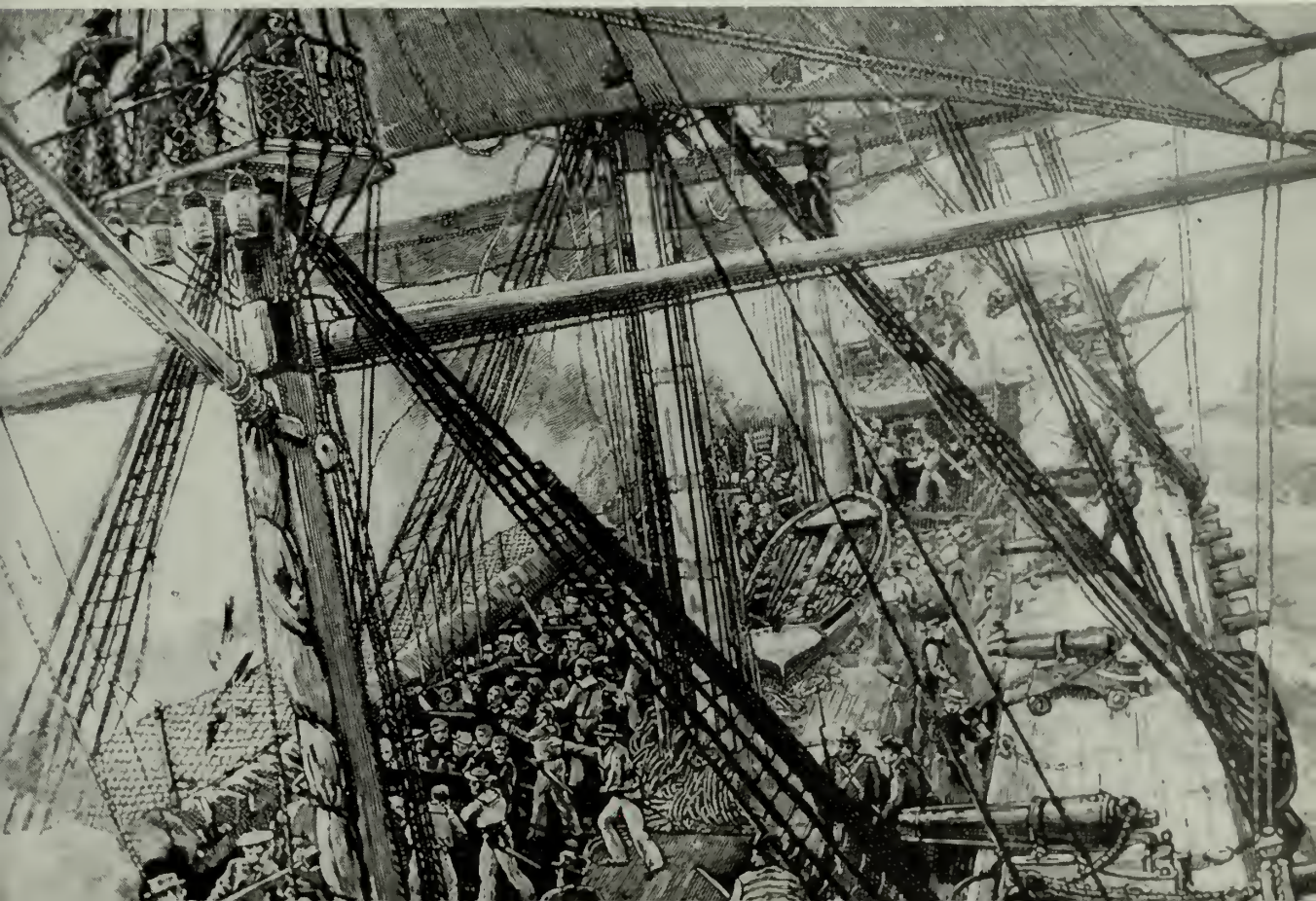
sight of their dead and wounded shipmates, felt and exhibited some disposition to fight their captors. But after the confusion had subsided, some of our men had been snugly stowed away in the American ship, and the remainder found themselves kindly used in their own. the utmost good feeling began to prevail. We took hold and cleansed the ship. We also took hold and aided in fitting our disabled frigate for her voyage. This being accomplished, both ships sailed in company toward the American coast.

I soon felt myself perfectly at home with the American seamen—so much so that I chose to mess with them. My shipmates also participated in similar feelings in both ships. All idea that we had been trying to shoot out each other's brains so shortly before seemed forgotten. We ate together, drank together, joked, sang, laughed, told yarns. In short, a perfect union of ideas, feelings and purposes seemed to exist among all hands.

A corresponding state of unanimity existed I was told, among the officers. Commodore Decatur showed himself to be a gentleman as well as a hero in his treatment of the officers of *Macedonian*. When Captain Carden offered his sword to the commodore, he remarked as he did so: "I am an undone man. I am the first British naval officer that has struck his flag to an American."

But the noble commodore either refused to receive the sword or immediately returned it, smiling as he said, "You are mistaken, sir. Your *Guerriere* has been taken by us, so the flag of a frigate was struck before yours."

This somewhat revived the spirits of the old captain, but no doubt he still felt his soul stung with shame and mortification at the loss of his ship. Participating as he did in the haughty spirit of the British aristocracy, it was natural for him to feel galled and wounded to the quick, in the position of a conquered man.



TAFFRAIL TALK

WE KNEW IT all the time, of course, but here's proof—the youngsters in this country think the Navy is tops, and have chosen it as their favorite military service.

According to an item in the news reported in New York by the Associated Press, a Boys Athletic League survey made the



findings, after asking more than 20,000 boys and girls (between the ages of 11 and 19) to tell their likes and dislikes.

Along with their choice of Navy as their favorite service, the American youths picked ice cream as their number one dessert, Babe Ruth as their favorite hero, and steak as their choice in meats.

* * *

A mermaid scientist, ALL HANDS readers will be glad to know, is doing her best to protect Navymen. She is Dr. Eugenie Clark, a research associate of the American Museum of Natural History, and her scientific findings on poisonous fish are being used in a Navy-sponsored research program.

Working in a two-piece bathing suit and equipped with a diving spear and goggles, young Dr. Clark used to spend about 12 hours each week swimming under water in the Red Sea, collecting specimens of poisonous fishes. Her research projects have also sent her to Micronesia, Hawaii, the West Indies, and at marine stations of the Pacific, Atlantic and Great Lakes. A Navy-sponsored program will analyze Dr. Clark's findings at the Loma Linda School of Tropical Medicine in California.

* * *

Africa and its mysterious traditions made an appearance each day on the high seas of the Pacific during one of the voyages of MSTs transport *General J. J. McRae*, carrying United Nations troops to the Korean theater. At high noon and after sunset every day, weird tribal dances were performed by more than 1,000 Ethiopian troops on deck. The Ethiopian soldiers, chosen for their fighting ability from among the finest units of their nation's army, were a neat, well-disciplined contingent. According to the MSTs transport's skipper, the Ethiopians' interest was about equally divided between the operation of the American-made Garland rifle, which they learned to use expertly, and their symbolic national dances.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 21 May 1951, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Three sailors on board USS *Sabala* (SS 302) wave to the crowd on the pier at Pearl Harbor as the submarine arrives at her new home port. They are J. J. Quinlan, QM2; A. Ruffino, GM3, and H. F. Cosey, Jr., QM1.



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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
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NAVPERS-O

FEBRUARY 1952





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

FEBRUARY 1952

Novpers-0

NUMBER 420

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• FRONT COVER: Smart seamanship and nautical know-how are exemplified by Charles H. Collins, QMS1, USNR, at the helm, and LTJG V. C. Moriarty, USNR, as they bring USS Robert F. Keller (DE 419) into port.—Photo by William J. Larkin, PH3, USN.

• AT LEFT: Personnel of DesDiv 91 crowd their ships in Sasebo, Japan, to receive the Navy Unit Commendation. By coincidence, the destroyers are berthed in their numerical order: USS De Haven (DD 727), USS Mansfield (DD 728), USS Lyman K. Swenson (DD 729) and USS Collett (DD 730).

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated: p. 19, Coast Guard.

Victory Over Mine Damage

THE CREW of USS *Ernest G. Small* (DD 838)—a seriously damaged destroyer now undergoing extensive repairs at the Long Beach (Calif.) Naval Shipyard—can tell a noteworthy story of present day perils at sea.

It begins when *Small* had just completed a day-long bombardment of enemy installations in Red-held Hungnam.

While *Small* was working her way out from Hungnam to join the main body of Task Force 77, a terrific blast jolted the ship. She had struck and detonated a submerged mine. The explosion blasted a 50-foot hole in her port side abreast of number two mount causing tons of green seawater to gush into the crew's messing compartment and the compartments directly beneath.

Nine men were killed and 51 injured as a result of hitting the mine. Rescue work was performed immediately; at the same time *Small's* crewmen brought their damage control training into instant action.

The quick actions of damage control party members isolated the power and steam lines and localized the damage as much as possible.

In two respects the breaks were with *Small*. At the time of the explosion, the ship was at general quarters. Half an hour later, crew


members would have been eating their evening meal in the part of the ship that took the brunt of the blow. Also at the time of the explosion, and for the next two days, *Small* enjoyed calm seas.

With the hole extending from her main deck almost to the keel and the entire forward one-third critically weakened, *Small* needed these calm seas. In the Sea of Japan and Shimonoseki Straits she cruised on seas that were protected somewhat by land, but as she cleared the straits she ran into seas that were being built up by an approaching typhoon.


The whip-sawing action of the seas on the weakened bow section caused it to work itself loose at the messing compartment's forward bulkhead.

Contained in this forward section were the boatswain's storeroom, the anchor gear, the chief petty officers' forward living and messing compartment, the officers' lower forward living quarters, the crew's forward living compartment and number one mount with its handling room and the magazine. This severed forward section continued to float.

"That was an odd sight," a seaman declared later. "One-third of the ship was sailing off by herself. The other two-thirds was us."



STARTING TO GO, the bow begins to twist off to port. The ship's keel had been broken by the force of underwater explosion of the mine.



TEARING OFF with a rending of metal, 110 feet of destroyer bow breaks off just forward of the crew's mess, carrying with it *Small's* No. 1 gun mount.



BACKING toward Japan, *Small* was later aided by a tug. Right: Stub bow enabled the destroyer to proceed to Pearl.

Small tried proceeding stern first, but the action of the relatively flat stern digging into the seas shook the *Small* to a dangerous degree. She stopped and stood by for a fleet tug to take her in tow.

This same tug—uss *Hitchiti* (ATF 103)—had sunk the drifting bow by gunfire. Afloat, it would have been a menace to navigation.

Later, *Small* entered Kure harbor where a Japanese shipbuilding concern started to rig a temporary “stub”

bow. The typhoon which had harried *Small* on the open sea caught up with her in Kure harbor. She weathered it with the help of borrowed towing wire—all other mooring lines were parted by the storm.

After her stub bow was buttoned up for sea, *Small* started the 5,000-mile cruise back to the States. Under her own power she made the trip by way of Yokosuka, Midway and Pearl Harbor, T.H.

Speaking of the stub bow, one

crewman said: “That fool contraption up front kept us uneasy. It took us 17 days from Yokosuka to Pearl, chugging along at less than 10 knots.”

The cruise from Pearl to Long Beach was another long, slow haul. A half year or so before, when *Small* previously made the trip, she did it in four days. This time—with her stub bow and an anxious crew—it took her 10.—W. J. Miller, QMC, USN.



BROKEN CLEAN, bow section floats by itself as ship backs away from it (left). This detached part later had to be sunk by gunfire as a hazard to navigation.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **MAGAZINES AVAILABLE** — Additional copies of 1951 issues of *ALL HANDS* Magazine are available to ships and stations desiring them. A few issues of all months in 1951 are available except January, February, April and May.

Commands desiring additional copies should request them from the Chief of Naval Personnel (Attn: Pers G-15), stating the month and number of magazines needed. Copies will not be mailed to individuals.

• **CLOTHING ALLOWANCES** — The initial clothing allowances for enlisted personnel of all pay grades were changed 1 Jan 1952 by authority of Alnav 131-51 (NDB, 31 Dec 1951).

The initial allowance for men of pay grades E-1 to E-6 was decreased to \$223.90 and will be paid in two increments—first, a cash payment of \$3 to cover cost of alterations to the initial outfit. The balance of the second increment is \$220.90.

Enlisted women will receive an increase in the first payment, raising the value of the first increment of the initial clothing monetary allowance to \$40. The second increment has been reduced to \$270.15, therefore, the initial clothing allowance remains at \$310.15.

All enlisted personnel who become entitled to an initial clothing allowance on or after 1 Jan 1952 will begin to receive the basic maintenance allowance after six months'

Only Regulation Uniform Approved for Guard Duty

The wearing of unauthorized uniforms by naval personnel while performing sentry or guard duty at various naval shore activities is the subject of BuPers Circ. Ltr. 211-51 (NDB, 15 Dec 1951).

This letter directs discontinuance of the practice of wearing certain altered items of uniform that were designed for combat—not ceremonial or dress—use. These items in particular are white composition helmet liner, with various letterings and designs painted thereon, white pistol lanyards of different designs, and white (painted or bleached) pistol belts.

Only uniforms prescribed by *Navy Uniform Regulations* are to be worn by personnel performing such duties.

active duty in a pay status subsequent to the date of the last entitlement to the initial allowance.

Enlisted men of the Regular Navy, Naval Reserve, Fleet Reserve, and retired EMs of the Navy and Reserves (except members of the Navy and Naval Academy bands) upon advancement in rating to CPO while on active duty will be entitled to a special initial clothing monetary allowance of \$300.

• **NEW ABBREVIATIONS**—Use of the short titles ALCOR and ACTRU has been authorized by the Chief of Naval Operations. These titles apply to two components of the Navy's Fleet Logistic Air Wings.

ALCOR means "Air Logistic Coordination Center." ACTRU means "Acceptance, Transfer, and Training Unit." Both abbreviations will appear in a forthcoming change to DNC 25.

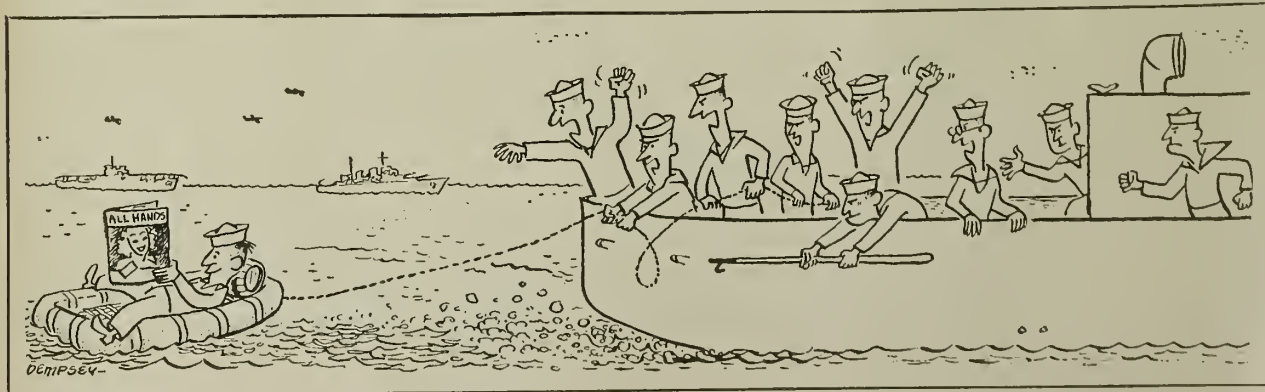
• **POST SERVICE INSURANCE** — Naval personnel who serve on active duty for 31 consecutive days or more after 27 June 1950 and who are covered by the Servicemen's Indemnity and Insurance Acts of 1951, are eligible for post-service term life insurance upon retirement or separation from service.

Applications for such insurance must be made within 120 days after retirement or separation. Policies may be renewed for successive five-year term periods—with premiums adjusted according to age attained at time of renewals—but may not be exchanged for or converted to insurance under any "permanent" plan.

Navy men who presently own "old" USGLI or NSLI policies (under waiver of premiums or otherwise) or who have the right to reinstate such policies are reminded that the provisions of the old-type policies are—in most instances—more favorable than the provisions of the new policies.

All personnel are urged to contact the Veterans Administration office nearest their home immediately following separation or retirement for advice concerning their individual insurance status.

Complete details concerning the new-type policies will be found in BuPers-MarCorps Joint Letter, 21 Dec 1951 (NDB, 31 Dec 1951).



PASS THIS COPY ALONG—Share every issue of *All Hands* with your shipmates so that they'll get the word, too.

Dependents' Medical Care And Hospitalization

In its summary of the rights and privileges of Navy dependents, (November 1951 issue, pp. 46-47), ALL HANDS stated, under a subheading *Medical Care and Hospitalization*, that "Dependents of naval personnel are eligible for medical and hospital treatment when facilities are available. This includes 'out-patient' treatment—when the patient does not need to be confined to a hospital. 'In-patient' treatment—full hospitalization—is generally available at a prescribed rate of \$1.75 per day."

These statements are true, but they may have given the reader an erroneous impression concerning dependents' hospitalization. The law governing the subject specifically states, "Hospitalization of the dependents of naval and Marine Corps personnel . . . shall be furnished only for acute medical and surgical conditions, exclusive of nervous, mental, or contagious diseases or those requiring domiciliary care."

• **UNIFORM COLOR CHANGE**—A change in the shade of naval aviators and flight nurses' green winter uniforms has been approved by the Secretary of the Navy. The new shade (M-2) is the same as that of Marine Corps officers' uniforms.

Approval of the new standard shade does not make existing stocks of fabric and uniforms in the present shades obsolete or non-regulation. The present aviation green will continue to be regulation until stocks of fabric are consumed or uniforms worn out.

The Marine Corps M-2 shade was selected because it was considered desirable to standardize the shades of green for procurement purposes. Fabric manufacturers, who previously were required to produce two very slightly different shades, may now standardize their dye processing in the interest of efficiency and economy.

No changes or innovations are included in present uniform cuts or styles for aviation greens. New uniform shade materials will probably not be sold commercially until clothiers having the Navy shade have exhausted their present supply.

• **TEMPORARY RATES** — Sailors who enlist or reenlist in the Naval Reserve in their highest permanent rates will be advanced to the highest temporary rate which they may have held at the time of separation, according to BuPers Circ. Ltr. 207-51 (NDB, 30 Nov 1951).

Provisions of the letter extend to the Reservist who ships over for inactive duty in the Naval Reserve or for active duty as a shipkeeper, station-keeper, or in an administrative billet in the Naval Reserve program, the same privileges for readvancement as are extended to USN personnel and those USNR personnel who enlist or reenlist for active duty in general assignment billets of the regular establishment.

Personnel who have been processed for discharge in a temporary rate and who are enlisted or reenlisted in their permanent rate in the Naval Reserve will be advanced immediately to the temporary rate held at time of separation. Those who hold temporary rates will be discharged in their temporary rates at the expiration of their regular enlistments.

Continuous service conditions are not being imposed upon personnel enlisting or reenlisting in the Naval Reserve in order that such enlistees, who may have been discharged upon completion of a tour of active duty, may have opportunity to readjust to civilian life and to determine what effect additional obligated naval service may have on their future.

• **INSURANCE** — A substantial number of naval personnel are using *Change or Designation of Beneficiary* Veterans Administration Form 9-336 to attempt to change or designate beneficiary under the *Servicemen's Indemnity Act*. This form can be used only to change or designate a beneficiary under the *National Service Life Insurance*.

The beneficiaries of your Serviceman's Indemnity are in the following automatic order: spouse, children, parents, brothers or sisters. It is *not* required of you to designate your beneficiaries.

Should you desire to make a change in the automatic order of beneficiary under the Serviceman's Indemnity you should complete that information on DD Form 93, in accordance with the instructions of Alhav 55-51 (NDB, 30 June 1951).

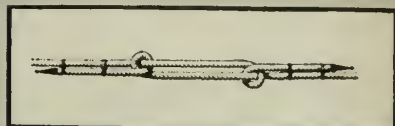
QUIZ AWEIGH

Fair warning. February's quiz is no snap. The old thinking cap will have to be dusted off for this.



1. These men at work on a destroyer tender's 50-foot mator launch are engaged in (a) lowering the boat into the water (b) switching the launch from the port to the starboard crane (c) hoisting the launch aboard.

2. This process is known as (a) hoisting out (b) double hooking (c) switching the slings.



3. Pictured here is a (a) reefing-line bend (b) double corrick bend (c) knotted sheepshank.

4. It is used to (a) shorten a line (b) when a running loop is needed (c) for bending two lines together when the lines must run around a capstan or winch drum.



5. These men, making marks with grease pencils, are entering data on a (a) sound range recorder (b) horizontal type air plotting board (c) target designator transmitter.

6. The rating badge of the man at the right identifies him as a (a) radarman (b) sanarman (c) fire control technician.

ANSWERS TO QUIZ ON PAGE 53

How Enlisted Personnel Become Officers

WHAT METHODS does the Navy provide for enlisted personnel who seek to advance to the status of commissioned officers in the naval service?

The Navy offers a number of opportunities to those who possess the basic foundation and capacity for development both in education and leadership, preparing them to assume higher responsibilities.

In addition to direct admission to the United States Naval Academy for qualified candidates, there are several channels through which enlisted men and women may prepare themselves for a commission, either through instruction and study or on the basis of naval and civilian education and experience.

Qualified applicants need not have college training to meet the requirements of some of the programs, and in certain cases persons who do not have high school diplomas may qualify.

The standards of qualifications and other factors which candidates must possess, listed briefly below, are currently in effect. However, the directives referred to in each of the following cases are subject to modifications. Prospective candidates should consult with their local Information and Education Officer for latest instructions.

• United States Naval Academy.

There are eight general classifications of candidates for entrance to the Naval Academy. Regardless of the channel of entry to USNA, each applicant must meet certain basic requirements, as follows:

All candidates are required to be citizens of the United States and

must not be less than 17 nor more than 22 years of age on 1 July of the calendar year in which they enter the Academy.

No person who is married, or who has been married, shall be admitted. Candidates must be of good moral character. Applicants must meet the educational qualifications and USNA aptitude tests which are outlined in *Regulations Governing the Admission of Candidates Into the United*

Chances for the Enlisted Man To Attain Officer Grade Have Never Been Better

States Naval Academy as Midshipmen and Sample Examination Questions, June 1951, (NavPers 15,010). This publication also contains the required physical standards and disqualifying defects. Interested personnel may obtain this pamphlet by writing to Chief of Naval Personnel (Attn: Pers E-21), Department of the Navy, Washington 25, D. C.

Here are the different channels of admission to the Naval Academy:

1. *Enlisted Personnel (Regular and Reserve) on Active Duty in the Navy and Marine Corps.* Each year the Secretary of the Navy may appoint 160 men from the Regular components and another 160 men from the Reserve components. Enlisted personnel on active duty enter the Academy via the Naval Preparatory School at Bainbridge, Md. The first step in this procedure is to make formal application to their commanding officers on Form

NavPers 675, prior to 1 July. Then, if the CO recommends the applicant, the applicant takes a *Preliminary Examination to Compete for Appointment to the Naval Academy* in July. The results of the examination and the CO's recommendation are forwarded to BuPers which makes the selections. Successful candidates are then enrolled in the Naval Preparatory School, which commences usually in the first week of September, for a course of study helping them to prepare for the *Entrance Examination to U.S. Naval Academy*, which is given the last Wednesday in March. (Further details are covered in the section under Naval Preparatory School.)

The educational requirement for active duty enlisted personnel are as follows: the candidates must have three years of high school or the equivalent, and in addition must have credit of two years of either algebra or geometry (one year each of both algebra and geometry).

2. *Naval or Marine Corps Reserve (Inactive Duty).* Inactive members must be members of a unit of the Organized or Volunteer Reserve in drill status on or prior to 1 July of the year preceding the year of entrance into the Naval Academy. They must be recommended by their COs and have maintained efficiency in drill attendance with their Reserve units. They must also meet the same mental and physical requirements as other candidates for appointment to USNA. Inactive personnel must take the *Entrance Examination in March*. Questions on the candidacy of personnel in this category are answered in two book-



NAVAL ACADEMY remains the major source of Regular Navy officers. Here the brigade of midshipmen parades.

lets, both of which may be obtained from the Reserve district commander, or from Chief of Naval Personnel (Attn: Pers C-1214), Department of the Navy, Washington 25, D. C. The booklets are: *Study Guide for Naval Reservists Preparing for the Mental Examinations for Admission to the U.S. Naval Academy* (NavPers 15,813), and *Regulations Governing the Admission of Candidates Into the U.S. Naval Academy as Midshipmen, and Sample Examination Questions*, June 1951 (NavPers 15,010).

3. *Presidential appointments and Congressional appointments.* The President may make 75 appointments each year from the United States at large, and an additional five each year from the District of Columbia. The Vice President and each Senator, Representative, and Delegate in Congress are allowed a maximum of five midshipmen at the Naval Academy at any one time. The candidate must qualify physically and must pass the USNA's Aptitude Test and Entrance Examination. If an appointee happens to be an enlisted man on active duty in any of the armed services, he may request to be enrolled in the Naval Preparatory School at Bainbridge, Md. (see below.)

4. *NROTC Contract Students Appointed to Naval Academy.* Contract students in the NROTC units at 52 designated colleges and universities are eligible to apply for appointments to USNA from this source. Contract students should apply to the Professor of Naval Science at the college or university, who will in turn forward his recommendations to the president of the institution. Not more than three such candidates may be nominated each year by *each* of the educational institutions in which the NROTC unit has been established and is in operation, and they must be *contract* students (not Regular NROTC students).

5. *Honor graduates of military schools.* An honor graduate or a prospective honor graduate of a designated honor military or naval school should apply to the principal of his school for nomination as a candidate for admission to the Naval Academy. The details of submitting nominations are handled by the school and the Chief of Naval Personnel.

6. *Other American Republics and*



MIDSHIPMEN in Naval ROTC units at 52 colleges form a large part of Navy's Reserve officer strength. Ten percent of ROTC men are picked from the Fleet.

the Dominion of Canada. Congress authorizes upon designation of the President, not more than 20 persons at a time from the American Republics and Canada to receive instruction at the Academy. Separate regulations apply to candidates from the Republic of the Philippines, Puerto Rico, and Canal Zone. (NavPers 15,010).

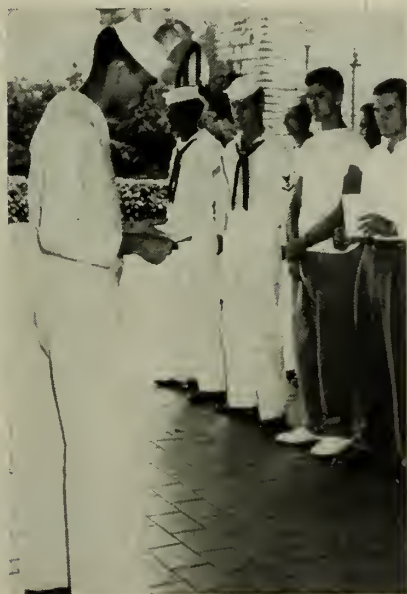
7. *Sons of deceased veterans.* Congress authorizes the appointment of 40 midshipmen from the United States at large who are sons

of deceased members of the armed forces of the United States who were killed in action or have died, or may hereafter die, of wounds or injuries received, or disease contracted, in active service during World War I or World War II. Provisions for such Presidential appointments are explained fully in NavPers 15,010. Enlisted personnel may apply under this provision. No recommendations or endorsement from any source is necessary. All applications should be forwarded to the Chief of Naval Personnel with full name and date of birth, home address and present address of applicant and full name, rank or rating, and date of death of parent. These candidates must of course pass the physical, mental and other qualifications required of all other applicants.

8. *Son of a holder of the Medal of Honor.* Any person otherwise qualified for admission to the Academy who is the son of a person awarded a Medal of Honor may be appointed or for further information should be addressed to Chief of Naval Personnel, stating full name, home address and present address, date of birth of the applicant and the full name, rank or rating of the person awarded the medal.

• *Naval Preparatory School.*

Enlisted men of the Navy and Marine Corps and Reserve components (on active duty) who have not reached their 22nd birthday on



FORMER ENLISTED MAN lines up his fellow plebes at Annapolis prior to marching them off for first haircuts.



AVIATION CADETS arriving at Pensacola (left) are greeted by the OD. A student (right) describes his first loop.

1 July 1952 may have an opportunity to qualify for the Naval Academy. They may enter the Naval Preparatory School, Bainbridge, Md., as candidates for later appointment to the Naval Academy as midshipmen. (The Naval Preparatory School also conducts a summer refresher course for active duty personnel who are in the quota for enrollment in NROTC colleges. See below.)

Personnel on active duty in the naval service (either Regular or Reserve), to compete for the Academy appointment must have enlisted on or before 1 July of the year preceding that in which the Naval Academy entrance examinations is held. For example, candidates for the USNA class beginning in 1952 must have enlisted on or before 1 July 1951.

Three years of high school is required of USNA candidates who desire to enter the Fleet competition for enrollment in the preparatory school (including the required algebra and/or geometry as specified above). If you don't have a high school diploma, you may still qualify if you complete the required USAFI correspondence courses to give you the equivalent of a diploma.

Any enlisted man desiring to become a candidate should make known such desire to his commanding officer now. Commanding officers of ships and stations conduct a survey of enlisted personnel, usually sometime between March and 1 July of each year, for the purpose

of nominating those who are deemed to be suitable officer material.

Applicants are required to take the *preliminary examination* about 1 July to determine their degree of aptitude in subjects involved in the Naval Academy entrance examination. Candidates who meet successfully these initial requirements are then transferred to the preparatory school at Bainbridge to prepare for the USNA competition. This school remains in session from September until the USNA Entrance Examination is held in March the following year. The top men coming within the quota limits from the Naval

Preparatory School are appointed to the Academy. Those standing below the first 160 in the competitive list but who pass the entrance exam become eligible for admission in event eligible candidates fail the physical exam, or for other reasons do not enter the Academy.

Enlisted men from the Organized and Volunteer Reserves on *inactive* duty are *not* eligible for the school.

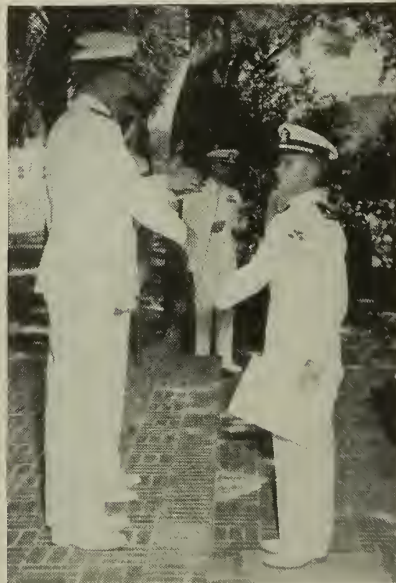
Deadline dates and other information for competitive exams for the 1952 candidates will be announced in a Navy-MarCorps joint letter at a date tentatively set for June 1952.

• Naval Reserve Officers' Training Corps.

This program is open to both active and inactive duty personnel, and also to civilians. It was established in 1926 for the purpose of offering to certain college students the necessary Naval Science courses required to qualify them for commissions in the Naval Reserve upon graduation. The mission of NROTC was greatly expanded in 1946 to include the training of prospective career officers for the Regular Navy, as well as for the Naval Reserve, and this later program is generally known as the Holloway Plan.

NROTC training units are established in 52 educational institutions selected by the Navy. In 1951 a group of 1,800 inactive Reservists and civilian candidates were selected from high school seniors or graduates for NROTC training in the approved colleges and universities and enrolled as midshipmen, USNR.

Applicants must be at least 17



WINGS OF GOLD gleam in the sun as a graduating cadet proudly receives his commission as an ensign, USNR.

years old on or before 1 July of the year of enrollment in the NROTC college, but not over 21 on 1 July of the year of entry, except for those who have enough college credits to qualify for advanced training, they may not be more than 25 years old on 1 July of the year of graduation, under the program.

The candidates for Navy-subsidized education leading to commissions in the Reserve components of the Navy and Marine Corps are selected on the basis of the Naval College Aptitude Test scores and physical qualifications.

Regular NROTC students receive retainer pay of \$50 a month, their uniforms, and a four-year government-paid college education, including cost of tuition and books.

In addition to the 1,800 civilians and Reservists the Navy has a quota for 200 enlisted men on active duty who can qualify successfully in competitive examination in the Naval College Aptitude Test scores. These provisional selectees in an active duty status are ordered to the U.S. Naval Preparatory School, Bainbridge, Md., for an 8 to 10-week refresher course of study for the NROTC four-year college program. The refresher course is held in the summer.

Last year 346 Navy enlisted men and 107 enlisted marines on active duty were provisionally selected for enrollment in the NROTC program. From candidates who successfully complete the course at Bainbridge, a selection board fills the Navy's yearly quota of 200 enlisted men

for NROTC training. Upon completing the Bainbridge course the successful candidates are discharged and appointed midshipmen and ordered to the four years' college course. Students not selected are returned to the Fleet for duty.

Details of this program are contained in a BuPers-MarCorps joint letter (NDB, 31 May 1950).

The date of the next NROTC test for qualified enlisted men, deadline for submission of nominations and other information will be given in a BuPers-MarCorps joint letter to be issued about May 1952. Check these with your I & E Officer regularly.

Students in NROTC colleges are also eligible to apply for enrollment as NROTC contract students. This is a nonsubsidized program leading to a Reserve commission. This "contract student" program is not open to active duty enlisted personnel.

• **Naval Aviation Cadets.**

Early in World War II Congress authorized establishment of the *NavCad*, V-5, USNR, program following enactment of Public Law 698 (77th Congress). This law, as amended, provides for flight training of enlisted personnel of the Navy, Marine Corps and their Reserve components who meet the educational qualifications, moral, psychological and physical standards outlined in BuPers-MarCorps joint letter, 2 April 1951 (NDB, 15 April 1951).

Candidates for the NavCad program must be native-born or naturalized citizens of the United States; they must have graduated from an

accredited high school (or possess an equivalency certificate) and those who have *not* had at least two years of college (60 semester or 90 quarter hours) must pass the USAFI college level general education development tests and must attain the following scores on Navy standard classification tests: for Navy personnel, GCT plus Ari 120, Mech 58; for USMC personnel, GCT 120, PA 116.

Applicants must be over 18 but under 27 years of age at the time application is submitted, unmarried and agree to remain so until commissioned, physically qualified, and with an aptitude for, and an intense interest in flight training. Each applicant must be recommended by his commanding officer.

If under the age of 21, consent of parent or guardian must be obtained to allow him to serve for a continuous period of not more than four years unless sooner released by the Navy.

NavCads successfully completing the 18-months flight training course will be appointed ensign (1325), USNR, or second lieutenant, USMCR.

An applicant who is separated from flight training may not elect discharge from the Navy but has the following options: be transferred to V-6 and remain on active duty for the period required by the current selective service legislation, active duty as a NavCad to count towards the total required; or, if the person is a former member of the Navy, USMC or USMCR, he may be discharged from the USNR to reenlist immediately in the branch in which he had served his previous grade or



NAVAL ROTC — Penn State midshipmen get cruise instruction (left). Illinois trainees perfect their marching steps.



WAVE OFFICERS go through a 16-week indoctrination before taking their place in the Navy organization.

rate and classification, if qualified.

There are no deadlines for the NavCad program applications. Flight training classes convene every week at Pensacola, Fla.

Assignment to flight training of active duty enlisted personnel for the NavCad program is based on the comparison of individual qualifications and position on a priority list. It is not possible to predict what time will be required between date of application and assignment to training.

Members of Reserve components on inactive duty are eligible for flight training on the same basis as civilian applicants. (See *ALL HANDS*, Sept 1951, p. 41.)

• **Officer Candidate School (Men).**

This program is open to enlisted men on active duty as well as inactive Reservists and civilians. A candidate must be: a graduate of an accredited college or university with a baccalaureate degree (four years' course); a native-born or naturalized citizen of the U.S.; physically qualified by standards set forth in the *Manual of the Medical Department*, with vision correctible to 20/20. Candidate must establish mental, moral and professional fitness by means of interviews and investigation of employment and naval record. The program leads to a commission as officers of the line, restricted and unrestricted, CEC and Supply Corps. Eligibility requirements and processing procedures for enrollment of active and inactive en-

listed men in the Naval School, Officer Candidate, at Newport, R.I., are outlined in BuPers Circ. Ltr. 127-51 (NDB, 31 July 1951), with additional modifications in BuPers Circ. Ltr. 153-51 (NDB, 15 Sept 1951).

Active duty enlisted personnel accepted for the OCS program will be ordered to the school in their present pay grade for a period of from 8 to 16 weeks, depending on the officer classification for which they have applied. Each enrollee's rate will be changed to the rating of "Officer Candidate (OC)" in the candidate's present pay grade. For example, a YN2 would become an OC2, USN, or USNR, as appropriate.

No deadline date has been set for applications to be filed this year.

Basic qualifications required for each of the various categories of the OCS program require that EM candidates for Unrestricted Line and Staff Corps must have reached their 19th but not their 27th birthday; for Restricted Line (Specialists), they must have reached their 19th but not their 33rd birthday. A candidate for grade of ensign must not be over 27 years and six months of age at time of appointment, and a candidate for lieutenant (junior grade) must not be over 33 years and six months of age at time of appointment.

• **Wave Officer Indoctrination.**

In the case of women applicants the Navy's program provides for appointment of grade of ensign (1105W), USNR, for immediate active duty, for qualified EWs of the Regular Navy and Naval Reserve, either on active duty or Reservists who return to active duty. Women applicants must have reached their 21st but not their 27th birthday at the time of submission of application. BuPers Circ. Ltr. 102-51 (NDB, 30 June 1951) which outlines the requirements of eligibility for women states that the candidate may be married; must be a native-born or naturalized citizen; meet physical qualification standards; establish her mental, moral and professional fitness for appointment by means of interviews and investigation of employment and naval service record, and be on active duty at permanent duty station for at least two months. Candidate must be a graduate of an accredited college or university with a baccalaureate degree (four years' course).

A 16 weeks' indoctrination class



JUNIOR OFFICERS for active duty in the Reserve are produced by the Officer Candidate School, Newport

for women appointed under this program was to convene at the General Line School, Newport, R.I., 3 January, 1 May and 20 Aug 1952. Applications should be sent to the Bureau of Naval Personnel via commanding officers as soon as practicable.

• **LDO Selection.**

Under this program an applicant must have permanent status in the Regular Navy as commissioned warrant officer, warrant officer, chief petty officer or petty officer first class. He must have completed ten years of active naval service (on active duty as a Regular or Reserve, exclusive of training duty in the Naval or Marine Corps Reserve), on or before 1 January of the year in which the appointment can first be made.

Present temporary officers whose permanent status is not above commissioned warrant, warrant officer and top two petty officer grades are eligible to apply. They must meet all other requirements. A large percentage of LDO selectees have come from this group of temporary officers because they have demonstrated superior qualities.

To insure that young men now advancing in the service will not be blocked from LDO careers by the older temporary officers, no one is allowed to apply under this program more than twice. Applications of all eligible candidates, and all their records, are considered by the LDO selection boards. Performance rec-

ords, as related to the technical field for which application is made, undoubtedly play a large part in the selection procedure. Impartial consideration has been the dominant feature of the program.

Latest information on this program is contained in BuPers Circ. Ltr. 140-51 (NDB, 31 Aug 1951).

Applications may be submitted by qualified personnel to the Chief of Naval Personnel via official channels with commanding officer's recommendations. The requirements, aims and methods of the Navy's LDO program are discussed in ALL HANDS, January 1951, p. 50, and deadlines under this program are covered on p. 42 of the November 1951 issue of ALL HANDS.

• Reserve Officer Candidates (ROC).

This program is open only to Naval Reservists on inactive duty. Enlisted personnel, men and women, on active duty are *not* eligible for ROC. If you are a member of the inactive USNR, Volunteer or Organized, and if you are attending college, you may apply for ROC training if you agree to continue in this status until you are commissioned or disenrolled. Each year the Navy selects a certain number of college students, men and women, for ROC training.

This program is not to be confused with NROTC where officer training is accomplished at selected colleges and universities. ROC schools, located at regular naval establishments conduct this training during the sum-

mer months between the end of the spring term and the beginning of the fall term of the regular college year.

Candidates are not required to take additional subjects at college, nor do they receive pay, paid scholarships, or other financial aid from the Navy during their regular academic year. However, candidates are paid while on active duty in connection with the summer ROC training. When the candidate has successfully completed the two summer sessions and found otherwise qualified, he or she is in line for a commission in grade of ensign, USNR.

Rules of eligibility are that you must be a citizen of the United States; at least 17 years old—18 for women—when first enrolled as an ROC student, and must not have reached your 27th anniversary of birth on 1 July of the year in which you will have completed the ROC training and graduated from college. Physical standards must be met, vision requirements are 20/20 for men, 20/100 for women correctible to 20/20.

• Medical Service Corps.

Another avenue to a commission for certain highly qualified enlisted men and women is the opportunity to make application for appointment in the Medical Allied Sciences and Pharmacy sections of the Medical Service Corps, USN, provided they are qualified under the provisions of BuPers Circ. Ltr. 97-51 (NDB, 15 June 1951).

To be selected for this program candidates must be native-born or naturalized citizens. EMs must have reached their 21st but not their 32nd birthday, EWs must be 21 and not over 30 on 1 July of the calendar year in which appointed. They must be physically qualified as outlined in current regulations.

Applicants for appointment in the grade of ensign shall have a minimum of an acceptable bachelor's degree in pharmacy or a BA from an accredited college or university with a major of 30 semester hours in one of the required sciences allied to medicine. For appointment in the grade of lieutenant (junior grade), USN, candidates must hold an acceptable DSc or PhD degree in pharmacy or a medical allied science degree. Mental, moral and professional fitness, with an aptitude for appointment in the Medical Allied Sciences or Pharmacy sections of MCS, must be established. The

woman candidate is *not* eligible if married.

All candidates will be required to take a professional examination. No deadline for application has been established at this time. Applications must be submitted to the Chief of Naval Personnel (Attn: Pers B-6221) through official channels.

• Warrant Officer, Temporary Appointments.

From time to time appointments are made to temporary warrant officer, pay grade W1, from outstanding qualified chief petty officers and petty officers first class. Appointments are made from those personnel recommended by a Bureau of Naval Personnel special selection board after study of service records and petty officer evaluation sheets. Applications for such appointments are *not* desired by the bureau. From warrant officer status a man may advance to commissioned WO and higher commissioned status. No directives are issued on this program.

The Navy looks forward to passing on its leadership to the hands of young men and women imbued with the ideals expressed so aptly by John Paul Jones:

"It is by no means enough that an officer of the Navy should be a capable mariner. He must be that, of course, but also a great deal more. He should be, as well, a gentleman of liberal education, refined manner, punctilious courtesy and the nicest sense of personal honor."



LIMITED DUTY officer's billets—line and otherwise—are open to highly qualified EMs and warrant officers.



JUNIOR OODs like this one also can get their commission through the ROC program—cruises plus college.



CURIOS CROWDS stroll down Langelinie Quay at Copenhagen to see USS Albany (CA 123) during a visit of U. S. naval forces to the Danish capital city.



FAMOUS CASTLE at Frederiksberg is a favorite sightseeing spot for visiting sailors. Below: Bicycles predominate in this holiday throng around Albany.



Good Liberty

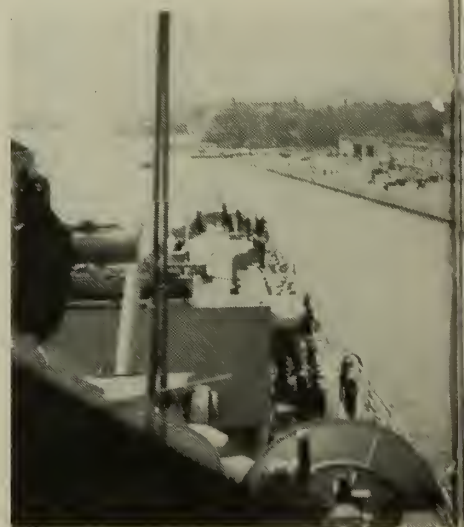
COPENHAGEN, the capital city of Denmark, holds a hearty welcome for the visiting U. S. Navyman.

Here there are plenty of sights to see, the night life is colorful and gay, the shopping is good and the food delicious. And surprisingly, almost everyone speaks English.

In short, it is a good liberty port. It is also important in the defense of Europe for it sits astride the international channel that flows between Denmark and Sweden into the Baltic Sea. Pre-World War II figures showed that a greater tonnage of shipping moved through this channel than through either the Suez or Panama Canals.

As your ship approaches Copenhagen (pronounced Ko-pun-hay-gun), you may catch a glimpse of Kronberg Castle at Elsinore, Shakespeare's setting for his tragedy Hamlet. Soon you will nose into the narrow waterway that separates the city proper from the tiny island of Amager and slide into a mooring at a long quay, or wharf, in the well-protected harbor.

After a glance about a harbor crowded with shipbuilding facilities, freighters, tankers and a flock of fishing craft, you can wander ashore to find a bright and tidy metropolis of more than 1,000,000 persons. Friendly people, the Danes will wave cheerily at you from their front doorsteps and shout a friendly greeting while pedaling by on their



SEA DETAIL lines up in blues on deck as Albany noses in for a landing at the

in Copenhagen

bicycles. Bicycles, incidentally, flow like water through the streets. One out of every two Danes rides one.

A good place to start your liberty is the *Tivoli*. The *Tivoli*, a world-famous amusement center, is located in the heart of the city where it has flourished for more than a century.

Like a giant street carnival, the *Tivoli* provides a steady round of fun fairs, roller coasters, symphony concerts, boating, dancing pantomimes, ballets and even aerobatic acts and trapeze stunts.

If you can pull yourself away from the *Tivoli* and want to get in some shopping, the *Stroget* (Main Street) is the place to go. The *Stroget* links together two main squares you will soon recognize, the *Raadshusplads* (Town Hall Square) and *Kongens Nytorv* (The King's New Market). Best buys for visiting shoppers: porcelain, glassware, textiles and silverware.

Elsewhere in Copenhagen you will find a variety of night clubs (no cover, no minimum), ten theaters, 50 movies and plenty of dance halls. Restaurants too are plentiful and there is nothing tastier than an order of Limfjord oysters, smoked salmon or lobster. And if you think you know what a sandwich is, just try a *smørrebrød* or Danish sandwich. It has no top layer of bread like an American sandwich—but it has everything else!



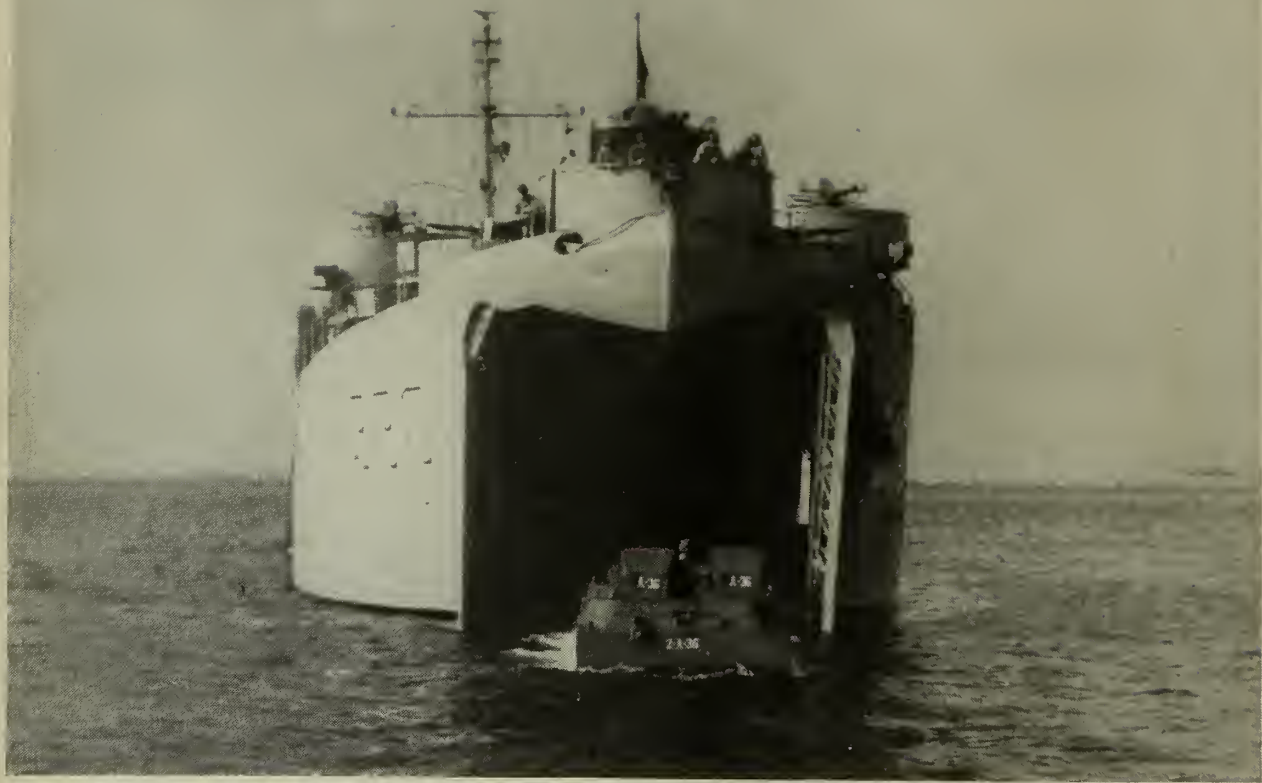
quay. The navy yard, home of the Danish Royal Navy, is not far from here.



ANOTHER CASTLE, this one Kronberg at Elsinore, is within easy reach. It was here that Shakespeare's Hamlet avenged his father's murder in the play.



MIDSHIPMEN from the Danish naval academy enjoy a smoke at life line of Albany during a visit by the officer candidates to the American warship.



JAWS AGAPE, an LST maneuvering in open water disgorge an amphibian tractor (LVT) from its cavernous insides.

Plain and Fancy LSTs Do Korean Jobs

THOSE VERSATILE LSTs are again proving their worth in the Korean conflict—in a variety of different assignments.

A World War II baby, the LST remains an increasingly important type of Navy ship. Designated a landing ship tank, it is a vital part of an invasion fleet during amphibious operations. But it is more than that.

LSTs in Korea are serving as aircraft carriers (for helicopters). In revised form, and designated as ARVEs or ARVAs they are doing a stellar job as aircraft repair ships. Special modifications in the LST has adapted her to perform the functions of a general cargo carrier, with facilities for fast and efficient handling of her supplies.

The action of amphibious vessels, including LSTs, in the many Korean landings by U.N. troops is now part of history. In the Inchon invasion of September 1950, for example, LSTs reached the shore despite 30-foot tides, treacherous channels and dan-

gerous currents. In the first days of that assault landing the amphibians brought in 7,000 tons of supplies.

Along with other amphibious craft, LSTs played their part also in the amphibious operations at Chinnampo, Wonsan, Pohangdong, Iwon and Hungnam.

More than 1,000 *diesel* LSTs were built for World War II use in the period 1942-1945. Speed of the LST is about 11 knots and they still carry today the World War II nickname of "Large Slow Target."

But they continue also to carry on as potent workhorses in the Korean fighting, working successfully long beyond their expected normal life.

One example of the versatile LST

**Brainstorm of World War II,
The LST Is Adding to Its
Reputation as a Hard Worker**

in operation is that of the helicopter aircraft carrier, such as LST 799 (see *ALL HANDS*, September 1951 issue, p. 10). In the case of LST 799, the helicopters are used as mine-spreaders, and the vessel is also equipped with fuel, water, provisions and special minesweeping supplies, to be used in replenishing the sweepers working in the Korean theater.

An ordinary LST, even without conversion, can carry and operate two helicopters. Converted, they could operate as many as eight to ten planes.

One helicopter pilot assigned to LST 1084, which had not yet been converted for eggbeater duty, was astounded at the speed with which the men aboard the amphibious ship trained themselves to aid the fliers in landings and takeoffs. The pilot stated that in a few hours, men who had no aerial experience at all converted their LST into a smoothly operating base for helicopters.

Conversion of an LST to a floating landing field for 'copters calls

for removal of the rough spots and raised surfaces of the deck, transfer of life rafts from landing areas, installation of refueling facilities and adjustment of life lines and other safety measures.

Another landing ship, LST 618, has recently completed her sea trials following modifications to make her a cargo carrier. LST 618 is a veteran of many years of inter-island service (in the Ryukyus). Her experience and that of numerous other LSTs during World War II and the current fighting have illustrated the value of the landing ship-tank design for use in close support coastal service.

Not only is the LST seaworthy for long ocean-crossing voyages, but she can use shallow harbors and unimproved beaches, and she can sit undamaged in mud in locations where tidal conditions are extreme.

To fit LST 618 to carry general cargo, substantial modifications were made. Now she can do not only her original job of handling wheeled vehicles and tanks through her bow doors onto and off a beach, but also can work general cargo over the side onto a pier or into a small boat—all without loss of her original capabilities and without complication.

Equipped with a king post and four five-ton booms, the converted LST also has a second small hatch forward of the single hatch originally installed. The hatch coamings are set low and ramped so that trucks can be driven across main deck.

While dock and sea trials are completed, the LST has been undergoing continued study and research for more improvements which will not affect her ability to do the basic job of a landing ship for tanks.

Two former LSTs have served in the Korean theater as the sole members of Aircraft Division One. They are *uss Aventinus* (ARVE 3) and *uss Fabius* (ARVA 5). *Aventinus* had the job of an aircraft repair vessel (engines) and *Fabius*' classification stands for aircraft repair vessel (airframe).

From outward appearance the aircraft repair ships look like ordinary LSTs. However, the converted LST hulls accommodate machine shops and storage spaces for the overhaul of aircraft and stowage of a huge assortment of spare parts.

These repair vessels are adaptable, tailored to meet the particular needs



HELICOPTERS can operate easily from the broad deck of the craft. In Korea, one LST has been specially rigged to land 'copters on mine spotting duty.



HAULING PONTOONS to a beachhead, an LST becomes friend of Seabees. Below: Tide at Inchon was inconvenient but did not harm flat-bottomed amphib.





ORDNANCE supply ship, USS *League Island* was converted from an LST. Right: Loads like this were carried to WW II invasions.



of differing circumstances. The job may call for overhaul of an engine as a unit, or it may involve a fix-up job on tail hook, starters and generators. And if the repair ships' crews do not find what they need in their stock bins, they have the know-how to manufacture it from scratch, or to salvage it from some war torn hulk.

Recommissioned from the Reserve fleet just a month after the Korean conflict began, *Aventinus* cleared away the dust and rust, and learned her new job as she went. Today the former LST, like her sister ship *Fabius*, is a really mobile aircraft repair and maintenance facility. Both ships, incidentally, are commanded by naval aviators.

The ships retain their bow doors

and ramps, but instead of flat upper deck for loading trucks, there are deck houses containing different types of repair shops.

Shops line both sides of the compartment. On board *Fabius*, for example, are the following shops: airframes, carbon dioxide transfer, fabric and upholstery, instruments, landing gear, hydraulic, machines, oxygen transfer, paint and dope, plating and anodizing, radio and radar, tie rod and cable, welding, heat treatment and metal, wood-working, sandblasting and metalizing. Each of these shops is complete—and still there's room for a crew, larger than that of an LST!

Turned over to other members of the United Nations team, LSTs have performed valiantly. Take, as

a typical case, the ROK LST which was assigned the task of deploying enemy troops from the West Coast to the East Coast of the Korean peninsula, just prior to the invasion of Inchon.

Transporting ROK Marines to the shore under UN gunfire support, the LST had to negotiate a landing through waves 15 feet high. The maneuver was successful, but the LST was a war casualty, impaled on rocks where she could not be saved because of the concentration of enemy forces in the area.

The LST and her crew are ready to go at all times—with a variety of cargoes and on any number of missions—and her ports are almost unlimited, for she can move safely where ordinary ships cannot venture.



LAST WAR—Some shuttled railroad cars to France (left) while others launched observation planes from special ramps (right).





Ship's Variety Show

THE DESTROYER TENDER USS *Bryce Canyon* (AD 36) has come up with a variety show that is so good it seems everyone in Japan wants to see it.

The show, an outgrowth of the ship's smokers, features such talent as a mouth-organ-playing trio called the "Harmonikittens"; a sly magician; a western singer who used to knock 'em dead in Wheeling, W. Va.; and a sudsy chorus dubbed the "Nervous Reservists." Popular wherever it appears, these *Canyon* capers have so far hit 20 different places in Japan and have been seen by upwards of 18,000 persons. On these side trips, the troupe carries with it an electrician, sound technician, prop man, spotlight man and even a writer—for any last-minute script changes.

SHOW'S DIRECTOR Ken Taylor, SN (left), checks lighting cues with R. C. Aldag, MLT (top left). Clockwise: 'Broadway Hillbillies' put over a tune. Taylor swaps quips with Comedian Wilbur Small, JO1. 'Nervous Reservists' take center stage. Ernie Butcher makes like a snake charmer.



SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

TWELVE ARMY HELICOPTERS evacuated nearly 5,000 wounded Allied soldiers from Korean battlefields during the first 10 months of last year.

To accomplish this record the Army used three helicopter detachments in Korea, each equipped with four 'copters. The seriously wounded were removed from the battle zone to mobile surgical hospitals located from five to 30 miles back of the front. One-third of all the wounded were removed from no-man's land or from behind enemy lines.

The 'copters proved very sturdy. Eleven of the original 12 are still in service. Nearly all have been hit one or more times by enemy ground fire, but none so seriously damaged as to be forced down. Each aircraft is capable of carrying two litter patients and one ambulatory case.

The rescue 'copters do not replace ambulances, trucks and jeeps, which are extensively used to bring out most of the wounded. However, the small 'copters are an important supplement to the ground transportation in that the aircraft can get into rough Korean terrain, pick up a patient and deliver him to a forward surgical hospital in 30 minutes. A trip by motor vehicle over difficult, winding roads requires eight or more hours.

★ ★ ★

A STRATOSPHERE CEILING OF 300,000 FEET is now possible with a new lighter-weight miniaturized Army Signal Corps radar beacon and other new electronics equipment carried aloft by *Aerobee* rockets.

This represents an increase of 35,000 feet in the ceiling limit over that of older type rockets. The beacon relays signals from and to radar sets on the ground to indicate the rocket's position. It has been reduced by two-thirds in weight and by more than six times in size, thus cutting the payload.

Special instruments in the rocket also furnish meteorological research teams with better understanding of the weather and processes in the atmosphere which cause weather conditions.

AN ARMY DOG TRAINING CENTER has been established at Camp Carson, Colo. The center provides an eight-week course to train handlers and dogs together for specific duty assignments, a 16-week course for dog trainers, and a four-week canine familiarization course for officers and non-commissioned officers.

The use of dogs for military purposes can be traced back to the days of the ancient Greeks. In World War II the various belligerents employed a total of some 250,000 trained dogs, including messengers, scouts, sentries, patrols and attack dogs.

Technical supervision over the dog training program will be under the Provost Marshal General of the Army. The dogs—German shepherds meeting standard specifications set by the Quartermaster General—are purchased from commercial sources. The Army will not use "volunteer" dogs as it did during World War II when nearly half of the 19,000 civilian-loaned dogs were found to be unsuited for military training.



BIG LOAD—over 21 tons—can be put into this new transport. It's name: Navy, RD-70; Air Force, C-121.

THE WORLD'S LOUDEST SUSTAINED NOISE has been developed for the U.S. Air Force—a super-powerful air raid siren with a 140-horsepower unit rated at 170 decibels.

The first of four projected sirens for use outside the continental limits of this country throws a warning signal seven and a half miles, under normal atmospheric conditions.

The siren can be operated by one man at the installation site, or by remote control from a central civil defense center. Its total weight is nearly 5,100 pounds. The warning system makes one complete revolution on its base every minute.

★ ★ ★

SHOCK RESEARCH is the primary object of a group of Army doctors and scientists now in Korea.

In an effort to improve methods of handling casualties under combat conditions, the unit will make battlefield and aid station observations to determine how much water the patient has lost from his body during the initial phases of his injury. The team will also study ways to maintain the correct balance of fluid in the wounded man, the influence of infection on hemorrhagic shock and how to control it.

Participating in the on-the-spot project are two surgeons, a biochemist, a physiologist, an internist, a bacteriologist and seven enlisted men, all from the Walter Reed Army Medical Center, Washington, D. C.

★ ★ ★

INSECT-KILLERS, far more effective than DDT, are now going to Korea to combat the mighty lice that have resisted DDT. The Army Surgeon General's Office announced that the new powders, identified as lindane and pyrethrum, are being used to delouse Chinese and North Korean war prisoners on the island of Koje-do, off the southern coast of Korea.

So far more than 100,000 pounds of lindane has been used for dusting POWs. The other powder, pyrethrum, which because of its texture is not suitable for the dusting machines, is supplied in cans to all United Nations troops.

Because of hygiene and sanitation practices, the lice-typhus problem among U.N. troops has never been serious. However, the problem of body-lice is a major one for enemy troops.

HIP-POCKET ARTILLERY developed by the Army Ordnance Corps has made it possible for infantrymen in Korea to carry their own field guns into battle.

Armed with the powerful new mobile weapons, infantrymen no longer need to call for artillery fire on small targets of immediate opportunity. They now use three hard-hitting recoilless rifles which deliver, to greater advantage, the amount of firepower on a single enemy target. The mobile "hip-pocket" artillery is carried and mounted by infantrymen and the guns are named according to the size of shell they fire—57-mm., 75-mm. and 105-mm.

Because they place unprecedented offensive and defensive power in the hands of front-line troops, the trio of rifles literally are "the world's largest small arms." They are the biggest single reason that firepower of an infantry division has been nearly doubled since the end of World War II. As a result of greater range and accuracy, the three guns will do almost everything rocket launchers were unable to do. The guns are receiving full-scale use in the Korean conflict. Tactical employment already has shown them to be weapons of tremendous value to small infantry units.

Recoilless rifles do not replace the Army's existing weapons. They are used to supplement the speed and firepower of artillery and provide the infantry with a greater choice of assault weapons. With these guns, infantry troops are able to initiate fire on targets while artillery is being requested. They can attack fortified positions beyond the range of regular small arms and hold a strong point against overwhelming odds by pinpointing a line-of-sight target.

Weight—an all-important mobility feature of the powerful rifles—makes the 57, 75 and 105-mm. "family of weapons" the infantryman's king-size of small arms. The 57-mm. weighs 45 pounds and can be fired from the shoulder. The 75-mm. rifle uses a .30-caliber machinegun mount, while the 105-mm. is fired from its jeep mount.

A REAL SEA RATION, featuring such Oriental delicacies as seaweed and dried fish, is being distributed to Republic of Korea troops by the U.S. Army Quartermaster Corps.

Regular U.S. Army "C" rations did not suit the South Korean troops' taste or furnish the bulk to which Koreans are accustomed. The supply of food was a major battlefield problem of South Korean commanders, from the outbreak of hostilities in 1950 until the new ration was issued.

Other items in the special field menu are rice starch, biscuits, roasted peas, sugar, salt, red pepper, green tea and chewing gum. Latest addition to the new ROK ration is 15 grams of yolk cheese, made by curing egg yolks in dry salt, adding salt and flavoring and smoking repeatedly.

Americans who have tasted the cheese, incidentally, say it has an "hors d'oeuvre" flavor.

* * *

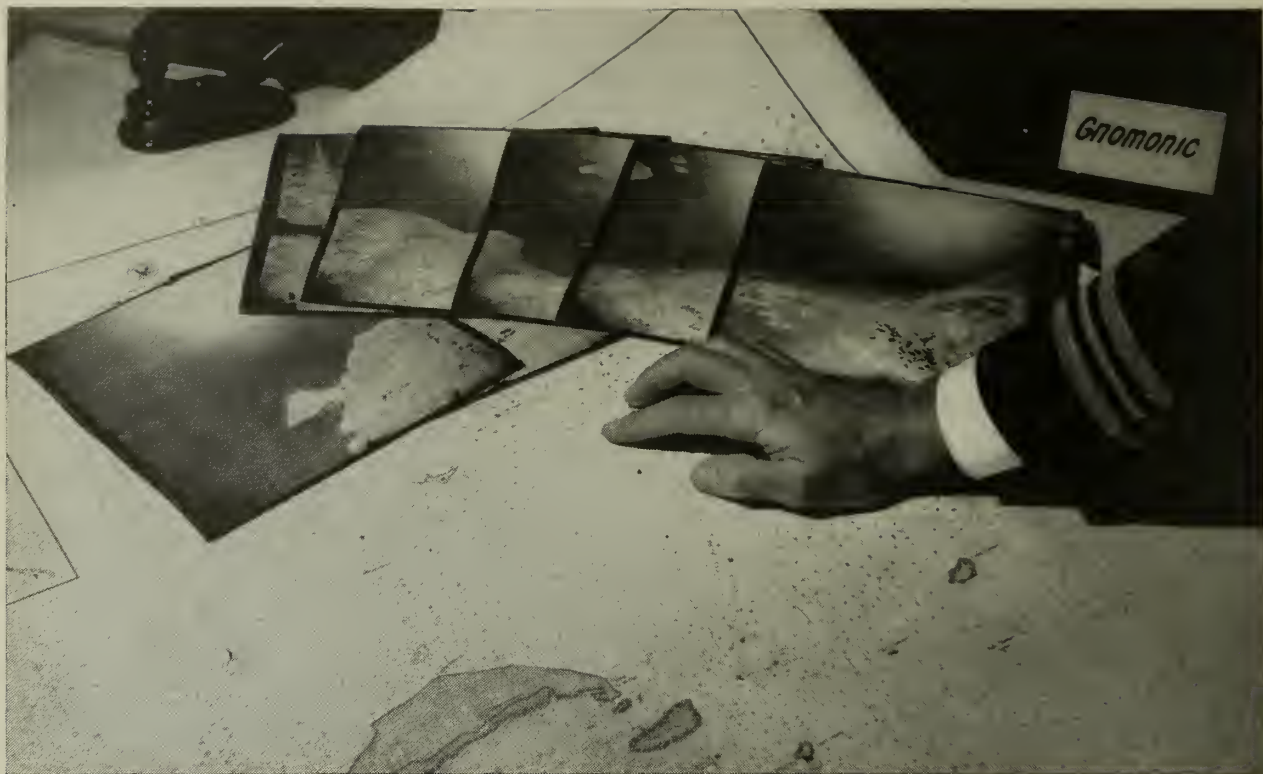
OLDEST ARMY UNITS in existence today were first organized 315 years ago. Still carrying the Revolutionary War streamers on their Regimental Colors, they are the National Guard 187th Infantry Regiment and the 101st Engineer Combat Battalion of the Massachusetts National Guard.

The units were originally formed from volunteers in 1636 as the "North" and "East" Regiments, respectively, of the Massachusetts Colony Army. They later became a part of the Continental Army under General Washington. These two units are both active members today of the Army's reserve forces in the Massachusetts National Guard.

Claim for the record of being the oldest active unit now in existence in the *Regular Army* is put forth by Battery D of the 5th Field Artillery Battalion. The battery recently celebrated its 175th birthday on duty near Kitzingen, Germany. Dog battery, then known as the Alexander Hamilton Battery, fired its first artillery shots against the British 12 July 1776.



ICE BREAKERS like Coast Guard's *Eastwind* spearhead resupply expeditions to far-north weather stations. During a typical voyage, *Eastwind* officer (left) checks offshore position with a sextant; guardsman (right) sends a message.



RESULTS of good intelligence work are these aerial photos and detailed chart which define a vital objective.

Naval Intelligence Fills a Vital Role

ALTHOUGH much of the work that's being done by Naval Reserve Intelligence is strictly hush-hush, you can be sure there's plenty of activity going on behind firmly closed doors.

Reserve Intelligence officials at headquarters are laconic about details but they will admit that, given the word from proper quarters, the Office of Naval Intelligence is as well prepared now to fill its required vital role in any future conflict as it did during World War II.

At that time, ONI found it necessary to enlarge its small Regular Navy staff with thousands of Naval Reservists. By V-J Day, more than 90 per cent of the officers of the intelligence service came from the Naval Reserve.

To preserve the organization which functioned so well during the war, the Navy officially activated the Reserve intelligence component in May 1946, with units established in all continental naval districts as well as Hawaii, the Canal Zone, Alaska and Puerto Rico.

Today, a large part of ONI's present staff consists of Naval Reservists

who have returned to active duty.

They didn't go in much for cloak-and-dagger stuff during World War II, nor do they now. Today's intelligence specialist is more likely to be found poring over statistics or reports than lurking behind a false mustache in Bagdad.

These men occupy a unique place in the Navy's operation. In addition to his specialty, a good naval intelligence officer must learn the fundamentals of each outfit of the Navy whether it be in such varied fields as submarine, air or amphibious warfare. He must understand strategy, logistics, counter intelligence, world affairs, escape and survival tactics. He must be an administrator, investigator, research specialist. He must keep up with new developments and research programs in science applied to naval warfare.

Such officers are not created over-

**Trained Brains of the Reserve
Are Back at Work Again
Doping Out the Enemy's Intent**

night. No matter how broad a background a man may have, he needs specialized training. Plenty of it.

Today, the training required to add the final polish to the typical naval intelligence officer is being conducted by ONI and the naval districts with the members of the peacetime Reserve intelligence components as star pupils.

The training program is similar for both Volunteer and Organized Reservists. It includes regular weekly meetings and annual training duty.

ONI's training policy is designed to aid the inactive Reservist to maintain the skills he now has and to develop new ones. In each naval district, supervision and administration of the Intelligence Reserve is the responsibility of the district commandant. Although training is more or less standardized, the district intelligence officer of the commandant's staff handles the actual direction of the program within the district and frequently conducts locally prepared classroom courses in the more specialized and advanced fields.

Basic training is centered about a

series of fundamental classroom courses in the various fields of Naval Intelligence. They include: naval orientation, intelligence organization and functions, security of classified matter, operational intelligence, strategic intelligence, investigations, and counter intelligence. Junior officers must complete these essential classroom courses to attain the basic qualifications required for officers holding the 1635 designator.

When reporting for active duty for training, Reserve officers have a wide variety of courses from which to choose.

On-the-job training is conducted in the District Intelligence Offices, Office of Naval Intelligence and major fleet commands.

In recent months, the Navy's air intelligence program has been built up until there are now a number of air intelligence officers on duty with ships and squadrons. Others are being trained to do the job in air intelligence which was done so well by Air Combat Intelligence of World War II.

Although active intelligence work is generally restricted to the officer level, there is a limited place in the Intelligence Reserve for enlisted personnel. Here's the picture:

The principal function of enlisted personnel is primarily clerical work.

If you are a yeoman on inactive duty, you will have little trouble finding a billet. To apply contact your district intelligence officer and, if found suitable, you will be assigned



AERIAL SNAPSHOTS of potential target areas are brought back to be carefully pieced together and analyzed for clues by trained intelligence officers.

to your local Organized unit, earmarked for intelligence and, in the event of mobilization, you will find yourself with an intelligence unit. You must, of course, be thoroughly investigated from the security angle before you receive clearance.

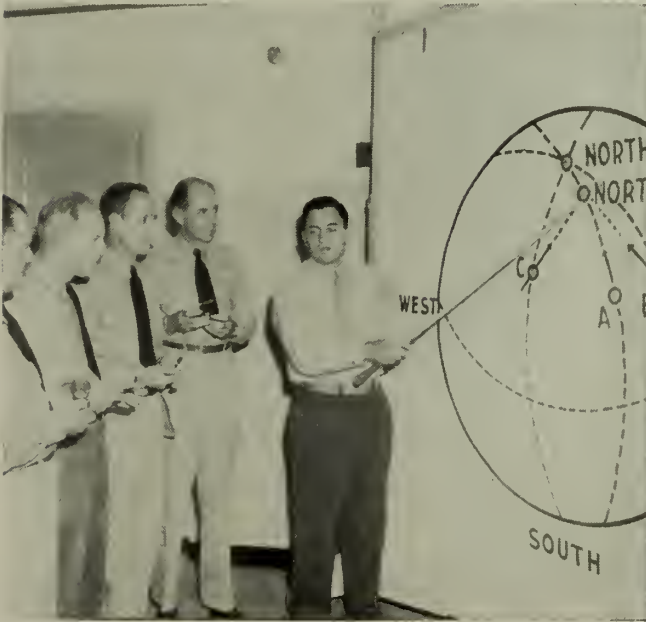
However, little encouragement can be given to personnel on active duty. There are many applicants and few billets.

Although the field is difficult for an enlisted man on active duty to enter, if you're really determined to make the grade the fact that you

are on active duty will help you in your attempt to enter through the Officer Candidate School.

In addition to the general requirements as outlined in BuPers Circ. Ltr. 127-51 (NDB, 31 July 1951), here are the special qualifications required of a candidate for naval intelligence:

- Must be a citizen of the United States by birth, without questionable foreign connections, including family.
- Candidates with one or more of the following background qualifications are considered desirable for



RESERVISTS on training duty get refresher briefings in lensatic compass (left) and photo-interpretation (right).



TWO-WAY TEST during a demolition exercise off Coronado, Calif., checks frogman's powers of observation, intelligence officer's interrogation ability.

this program: architecture, engineering, archeology, geology, geography, cartology, hydrography, photogrammetry, legal, photography and mapping, good knowledge of at least one foreign language, shipping and transportation, technical or scientific background, extensive foreign travel and/or extended residence in a foreign country, investigative experience, broad contact experience, broad executive and administration background, experience in fields of research and analysis.

- Applicants must be cleared by representatives of CNO (DNI) before their applications can be forwarded to BuPers. Commanding officers will refer all applicants to the nearest district intelligence officer.

The basic qualifications require that you be a graduate of an accredited college or university with a baccalaureate degree, must be on active duty at a permanent duty station for at least two months and must have at least six months' obligated service under current enlistment.



RELIEF MODEL such as this World War II mock-up of Wotje are painstakingly constructed from many seemingly unrelated details gathered by intelligence.

Synthetic Engine Oil

A new synthetic lubricating oil for gas turbine aircraft engines has been developed by the combined efforts of the Navy, the Air Force and industry.

The new lub oil is applicable to both turbo-jet and turbo-prop engines. Not intended for reciprocating engines, it won't replace petroleum products except where military application requires its specialized lubricating characteristics. The high cost and relatively short supply is expected to prevent widespread commercial use.

Operating temperatures of the new oil range from minus 65 to plus 500° F. At the lower temperature it is about one-third as thick, or viscous, as the best commercial petroleum-base product. Operating in the upper temperatures, the oil is one-twentieth as volatile as petroleum-base products and will not boil off—a vital characteristic for lubes used in gas turbine engines.

Initial research was done by the Naval Research Laboratory of the Office of Naval Research and the joint development and testing program by the Bureau of Aeronautics, the Air Force and industry. The combined efforts established the suitability and assured production of the oil for its restricted military uses.

Navy Scrap Campaign

A Navy survey team returning from the Aleutians area has recommended that 31,000 tons of scrap be returned to the States to aid in the defense effort. The survey team also identified 5,000 tons of usable material (mostly lumber and net and boom material) and 7,000 tons of salvable material.

Most of the salvable material is automotive and construction equipment which is considered uneconomical to repair, but can be sold for spare parts.

Throughout the Navy there is an active campaign to recover dormant scrap to help industry overcome the present shortage. Especially desired are the ferrous metals. In each of the naval districts scrap and salvage officers maintain a continuous survey of all installations within their districts. This is to insure that available scrap is reported to National Production Authority scrap representatives and sent to steel mills.

Navy Renders Full Honors to Washington

NAVY SHIPS on the Potomac passing George Washington's tomb at Mount Vernon pay tribute to the memory of our first President in one of the Navy's oldest ceremonies.

The tolling of the ship's bell is perhaps the most distinctive aspect of this ceremony, which is observed during daylight hours while the tomb and adjacent areas are abeam.

The full ceremony is covered in *Navy Regs* (Art. 2185). The manner of rendering these honors varies, depending on the size and complement of the ship. In so far as practicable, it calls for parading the full guard and band, playing the national anthem, half-masting the national ensign and tolling the bell.

Almost none of the Navy's smaller ships have bands or buglers nor do they have a regularly detailed guard. However, any naval vessel has a bell and a national ensign. Usual practice when cruising off Mt. Vernon is for all hands not on watch to be stationed topside.

If you should see the Presidential Yacht, *USS Williamsburg* (AGC 369), as she passes Mt. Vernon, you'd notice the crew lined up on deck with the tallest men nearest the bow. Then you'd hear one or two blasts sounded on the hand whistle. (One blast — attention to starboard; two blasts — attention to port.)

When opposite Washington's tomb, one blast is sounded to indicate "hand salute." Meanwhile the ship's bell is struck once every five seconds for a total of eight strikes. At the beginning of the first strike the national ensign is lowered to the half-mast position.

At the end of the tolling, the ensign is two-blocked and two blasts are sounded on the whistle indicating "end of salute." Immediately thereafter, three blasts are sounded to indicate "carry on."

Civilian personnel on board Navy vessels customarily uncover and place their hats over their hearts.

The frigate *Congress*, the first ship-of-war to reach the old Washington Navy Yard, appropriately enough was the first Navy ship to observe ceremonies while passing Washington's tomb. She did this in late May 1801, less than two years after his death.

The ceremonies carried out by *Congress* varied somewhat from

Ceremonies Consist of Playing The Anthem, Half-Masting Colors and Tolling Ship's Bell

those of present times. Her sails were lowered, the colors half-masted and a mourning salute of 13 guns was fired. All who were not engaged in these operations were assembled on deck, standing motionless and holding hats in hand.

Naval vessels down through the years continued to observe passing-the-tomb ceremonies. As time went on, however, the form of the ceremony changed. Somewhere along the line the tolling of the bell, an observance used by merchant ships as they passed the tomb, replaced the gun salute. With the passing of sails on board men-o-war, their part

in this ceremony went by the board. Lowered or slack sails indicated mourning in the sailing ship Navy. Lastly, the hand salute took the place of removing the hat as the form of ceremonial salute.

President Theodore Roosevelt witnessed the ceremony from the deck of the old Presidential Yacht *Mayflower* (AY 1) in 1906. He inquired of the various naval persons present whether the ceremony were official. Finding that it was not, he said in effect: "Make it so."

As a result of this, an order was issued standardizing the ceremony and making it official. The ceremony prescribed by this order differed from the present full ceremony in two respects. First, the Marine guard (instead of the full guard and band) was paraded. Second, there being no national anthem at that time, none was played.



THIS IS HOW the traditional honors are rendered. The well-practiced crew of *USS Williamsburg* salutes as the presidential yacht passes Washington's home.

No Peace Talks Planned in War on Rats

PASS THE WORD, men—two cartons of cigarettes for every rat caught aboard ship!” The chief’s words rang out loud and clear.

Orders for a “rat roundup” are heard less and less throughout the Navy today. Time was, however, when this was a frequent occurrence. Remember this old sea chantey?

*“Twas on the famed Corean trip
An order went throughout the ship,
Of pardon to all men who blundered,
If they would catch, and kill, one
hundred rats.”*

You seldom hear of pardons such as these now, but free cigarettes, a small sum of money or a purchase allowance at a store are offered from time to time as bounties to men who catch rats.

At Reykjavik, Iceland, for example, the U.S. Navy Fleet Air Base had a bounty of \$1.00 per head on rats during World War II. For several weeks catching rodents became a profitable and exciting pastime.

The Spokane Naval Supply Depot employs a trapper who has about 15 miles of trap-line. Sometimes he bags as many as 100 rodents a day.

Rats have always been a source of trouble for Navy men ashore and afloat. They infest ships, ports of call and shore stations. They eat all the food they can find. They damage property. They are reservoirs of disease — carrying such infections as jaundice, typhus, plague and pork-worm.

Since rat control is much cheaper than rat maintenance, Navy scientists are always testing and developing new means of poisoning or trapping rats. New methods of preventing rats from coming aboard ship are devised. Better ways of protecting

ports and shore stations from rats are being discovered.

Before going into the subject of rat control, however, it is necessary to know a few things about the rats themselves—the kinds of rats and their habits.

There are three major rat groups:

- **Norway Rat**—*Rattus norvegicus*. This is the familiar brown rat. It is also called the house rat, barn rat, wharf rat and sewer rat. The Norway rat is about 16 inches long, including its seven and one-half-inch tail, and is found in most parts of

fest ports and warehouses and are even found in the tropics.

Rats are nocturnal creatures. They do most of their scrounging and, of course, their damage at night. They are good swimmers for short distances but they have a deep fear of drowning. This fact has provided a basis for the legend that rats will desert a sinking ship. One source says “rats will detect minor leaks and, because of their fear of water, will leave ship before it sets sail. They frequent the bilge, the part of the vessel usually first affected by minor leaks.”

William Shakespeare, in his play, *The Tempest*, wrote: “rotten carcass of a boat . . . the very rats instinctively had quit it.” A writer in the *Shipping Gazette*, in 1869, wrote: “It is a well-authenticated fact that rats have often been known to leave ships in harbor previous to their being lost at sea. Some of these wise-acres who want to convince us against the evidence of our senses will call this superstition.”

Many coal miners regard rats in the mines as their protectors and will not harm them. They say that rats sense impending cave-ins and give the miners warning of the danger by nervously scampering from that part of the mine. This theory is in line with that of the ancient naturalist, Pliny the Elder, who lived from 23 to 79 A.D. In his work, *Natural History*, he wrote, “When a building is about to fall down, all the mice desert it.” Francis Bacon said, “It is the Wisdom of Rats that will be sure to leave a House, somewhat before it fall.”

In both instances, it is probable that the rodents are frightened by tremors which are physically evident

Constant Control Program Battles Rodent Problem Both Ashore and Afloat

the world—even in the barren Aleutians.

It is larger and more aggressive than the black rat which it has gradually displaced. The Norway rat’s tail is shorter than its body. The rat boasts short hairy ears and a blunt nose.

- **Black Rat**—*Rattus rattus*. This rodent is also known as the roof rat, gray rat and climbing rat. The group consists of those with tails longer than head and body combined, long naked ears and sharp noses.

- **Polynesian Rats**. These rodents are found in many Pacific islands but are not found in the United States or in other parts of the world. They are much smaller than the other two.

The Norway and Polynesian rats are seldom found on ships—the black rat is the “ship rat.” Norway rats are found in coastal cities. They in-



to them in their nooks and crannies but are not apparent to the human observer.

Aside from the somewhat doubtful "value" of rats as described above, they provide invaluable assistance to the scientist in the laboratory. White rats—albino strains of the Norway rat—are bred for use in biological study.

Now that we know a little bit about rats, let's talk about rat control. Rat control means just two things: prevention or extermination.

Of course, prevention is the best policy to follow. In this respect, cleanliness must be the order of the day. Garbage must be disposed of. Waste materials must be stowed in containers. Buildings and grounds must be kept in tip-top condition. All holes must be plugged, broken windows and cracks in cement work mended.

Modern vessels—unlike those in the days of stout oak and sailcloth—are ratproof. That is to say they do not provide good homes for rats—even rats have a tough time gnawing through steel plates. But rats can climb aboard ship. They can hide among packing cases, stowage and the like. They can pilfer food from the galley, perhaps, or gnaw their way through cartons of provisions.

It is necessary, therefore, to keep rats from coming aboard ship. Experts have designed rat shields to be attached to lines. Rats can't crawl or climb past these shields. As a further precaution, ships should keep a certain distance from the landing to discourage rats from swimming out to the ship.

Ships with gangways should maintain close watch at all times to keep rats from boldly walking aboard. When not in use, these gangways should be raised sufficiently from the landing to prevent rats from jumping

aboard. (Rats can jump two or three feet without difficulty.) In addition, gangways should always be well-lighted at night and a gangway watch provided.

What happens if rats are found aboard ship or at a shore station? Extermination is the answer. Traps can be set to catch the rodents. Poisons can be placed at strategic points—near places where the rats are believed to harbor, where droppings, rat tracks or gnawings are found. Possibly the CO will offer a bounty "per head" for all rats caught.

In extreme cases, fumigation may be necessary. This must be carried out under close supervision. Trained exterminators can predict—usually down to the last rodent—just how many rats are "on board."

Many poisons are available for use in killing rats and vermin. A good rat poison should have three basic qualities: It should kill rats; not harm human beings or domestic animals; have a "delayed action" because rats soon catch on to quick-acting poisons and avoid them.

The newest and most efficient rat-killer to date is known as "warfarin." It causes rats to bleed to death. Rats are not tipped off about its source because warfarin requires several days before it begins to take effect.

The most potent rodenticide is known as "1080"—it was the 1,080th chemical tested by the U.S. Fish and Wild Life Service in an experiment to find an effective rat-killer. Ten-cighty is too efficient, however. It not only kills rats but other animals as well and is fatal to humans. This poison is not available to the general public and should be used only in extreme cases—and then only when the population can be completely controlled.

"Antu"—developed during World War II when it was impossible to obtain squill for the manufacture of the popular "red squill" poison—has proved moderately effective against Norway rats but is not effective against other types.

There are many types of traps used to catch and kill rats. They range from the relatively simple baited, spring-type rat or mouse-trap to devices operated electrically.

In the long run, however, the old saying that "an ounce of prevention is worth a pound of cure" holds good in rat control. Remember, if rats can't find food and shelter, they won't stay around long.



LETTERS TO THE EDITOR

Claim for Dependents' Travel

SIR: About a year ago I was transferred to an inland station from Norfolk, Va., and took my family with me. Could you advise me how to go about receiving the transportation money for my dependents?—D. W. B., TM1 (SS), USN.

• *Reimbursement for travel of dependents is not an automatic procedure. It is necessary for you to submit claim on Form 1012 and 1012A to the nearest disbursing officer, attaching the original and three certified copies of orders involved together with information as to the names of dependents, ages and sex of children, starting point and destination, how travel was performed and dates travel started and was completed. Information about travel for dependents is contained in chapter 7, Joint Travel Instructions.—Ed.*

Naturalization of Vet Aliens

SIR: May a citizen of the Republic of the Philippines reenlist in the Navy after the expiration of his enlistment? Are citizens of the Republic serving on active duty in the Navy eligible to apply for United States citizenship? If a Philippine citizen is a veteran of the U.S. armed forces and is not now in the service is he eligible for U.S. citizenship?—N. B., TN, USN.

• *Since the Republic of the Philippines' independence on 4 July 1946, citizens of that country have not been accepted for enlistment or reenlistment under broken service provisions (after three months from date of discharge). The Navy established this policy 18 June 1946.*

Citizens of the Philippines who are now members of the U.S. naval service on active duty may reenlist, under the continuous service provisions, at any time during the three months period

Who's a Chief of Staff?

SIR: What is the difference between a chief staff officer and a chief of staff?—D.C.G., QM1, USN.

• *A chief of staff will hereafter be allowed and designated only in a command normally commanded by a rear admiral or above.*

In lesser commands—commanded by commodores or below—the senior line officer attached to the staff may be designated "chief staff officer," either by BuPers orders or by local designation, according to Alnav 88-43 (NDB, Cumulative Edition, 1948, p. 113).—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

immediately subsequent to discharge. They remain citizens of the Republic of the Philippines.

Naturalization laws permit a person who had honorable service in the armed forces during World War II, ending December 1946, or at least three years honorable service during any other period, to have their naturalization authorized and facilitated as a result of such military or naval service. Requirements such as declaration of oath, residence, and the waiting period described in the case of other applicants for naturalization are waived. However, while there is no deadline on this benefit for persons with wartime service, those who have had no wartime service but who have three years honorable period of service must file application within six months following discharge.

The rights of aliens on active duty in the U.S. naval service to naturalization are outlined in BuPers Manual, Art. C-11102, Change No. 1.—Ed.

Top Score in GCT

SIR: In late 1950 while taking recruit training at Great Lakes I took a GCT test and received a score of 77. Is this the maximum score that can be attained in the GCT test? I would appreciate other information about the Navy's classification tests.—F. B., DK3, USNR.

• *The GCT (General Classification Test) currently in use is Form Five. This form has been in use since 15 Sept 1948 in all the recruit training centers. Highest attainable score is 77. You, therefore, did exceedingly well.*

Form Five was developed by the Research Division of the Bureau of Naval Personnel and will continue in use until replaced by a new form of this test.

The general types of items included in the GCT are known to be among the most effective in the measurement of verbal reasoning ability and the use of words and combinations of words. Items in the test are those which serve to measure the mental functions most reliably as determined by experimental and statistical methods.—Ed.

Navy Needs Instructors

SIR: BuPers orders of 24 Nov 1950 requested my transfer to San Diego to attend instructors' school and, upon successful completion of the course, to a normal tour of shore duty at San Diego as instructor at Storekeeper Class A School.

As transfer could not be made within 30 days as required, the orders were cancelled and my name was placed on the Bureau's Instructor List and Shore Duty Eligibility List without penalty.

Is there a good possibility of my being ordered to this duty again or would it be advisable for me to cancel my shore duty request and try for overseas base duty?—E.E.C., SKC, USN.

• *If personnel ordered to instructor duty are unable to carry out the transfer directive due to exigencies of the service, their names are placed on the waiting list for consideration at a later date.*

In view of the continuing need for qualified instructors, it is believed that such personnel can be assured of being reordered to instructor duty when their services are required.—Ed.

School for Airman

SIR: I am a fireman and would like to change my rating to airman and go to an aviation school. Can I go to school as a fireman and upon completion of school, change my rating to AN? If I can not go to school as a fireman how can I change my rating to airman?—W. D. K., FN, USN.

• *For personnel in your category who are motivated for aviation duty, a limited number of non-returnable quotas is available to the Airman School (Class P) at Naval Air Technical Training Center, Jacksonville, Fla.*

The list of Navy Schools and Courses (NavPers 15795, revised October 1951), sets forth the selection criteria for Class A and P Aviation schools. The AN(P) school consists of an eight-weeks' course of instruction and study to determine ultimate Class "A" aviation school assignment in accordance with personal aptitude, motivation, and desire, consistent with the needs of the service.

It is suggested that you submit a request via chain of command to the Chief of Naval Personnel (Attn: Pers B212e) for the Airman School (Class P), setting forth in detail, your qualifications, and listing your GCT/ARI test scores. The score necessary for entrance into the AN(P) school is GCT plus ARI totaling 110.—Ed.

Military Police School

SIR: I have heard that the Navy is sending men to the Army C.I.D. school at Fort Benning, Ga. At present I am studying criminal investigation through USAFI. In the past I attended an Army criminal investigation school at Honolulu, T.H., and served as a special officer with the Honolulu police department.

With these qualifications, I feel that I am especially qualified for the Army school. I would also like a billet where I could put my criminal investigation training to good use.—J.A.K., CSI, USN.

• There are no billets for Navy EMs in work similar to that done by the Army's Criminal Investigation Division. Criminal investigation training, therefore, is not available to Navy enlisted personnel.

However, there is training of a similar type available to Navy EMs at the Military Police Enlisted Advanced Course at the U.S. Army Military Police School, Camp Gordon, Ga. Candidates for this course of instruction are limited to personnel permanently assigned to military police duties while on a tour of shore duty.

If you should be assigned to shore duty, you could submit a request for this training if your CO intends to assign you to shore patrol duties for at least six months after completion of the course of instruction.—Ed.

No Back Porch Duty

SIR: I have only a few months left before becoming a Fleet Reservist and would like to know if the BuPers policy of assigning men to shore duty near their homes shortly before they are due to transfer to the Fleet Reserve is still in effect.—A.D.M., GMC, USN.

• No. Prior to the Korean conflict, it was BuPers policy to permit certain men to spend the last three months or less of their naval career on duty in their home naval district without regard for their shore duty eligibility status.

In practice, however, requests were only considered after the man had applied for transfer to the Fleet Reserve and the date of transfer had been fixed.

This policy has been suspended indefinitely due to Alnavs 73-50 (NDB, July-December 1950) and 62-51 (NDB, January-June 1951).—Ed.

Not Exempt from Active Duty Orders

SIR: At present I am a member of the O-1 (Organized) Naval Reserve and am on inactive duty. For nine months in 1947 I was on active duty as a member of the U. S. Army.

Under present regulations am I eligible for involuntary call to active duty? As I see it, my previous Army service should exempt me from being called to active duty.—R. H., SA, USNR.

• Under current BuPers directives,

Inactive Service in FR

SIR: I was placed on the retired list as of 1 Aug 1951. I am now receiving retirement pay for 18 years' service. On the last tour of active duty I was paid longevity for 22 years' service. Don't I rate 22 years' longevity retirement pay?—L. G. A., BTGC, USN (Ret).

• Inactive service in the Fleet Reserve (in your case, from 30 June 1949 to 11 Feb 1951) is creditable for basic pay purposes while on active duty. Inactive service in the Fleet Reserve is not creditable for pay purposes in computing retired pay.—Ed.

men in pay grades E1, E2 and E3 involuntarily ordered to active duty shall be limited to (among other classes of exemption) those who do not qualify under the following definition of veteran: "Have served honorably on active duty for a period of 12 months or more between 16 Sept 1940 and 24 June 1948, or for a period of 90 days between 7 Dec 1941 and 2 Sept 1945, in the Army, Air Force, Navy Marine Corps, Coast Guard, Public Health Service or the armed forces of any country allied with the United States in World War II prior to 2 Sept 1945."

Your nine months' service in 1947 is not long enough to exempt you from being ordered to active duty.—Ed.

Duty Not Involving Flying

SIR: Before returning to active duty, I was designated as a naval aviator, 1315 USNR. Upon returning to active duty, my designator was changed to 1355, under orders for duty not involving flying.

Is there any provision by which I may fly under supervision while on duty not involving flying? I should like to maintain my flight proficiency.—V.P.McC., LCDR, USNR.

• No. You are not allowed to act as pilot of naval aircraft. Your designator, 1355, means that you are an unrestricted line officer, member of the aeronautical organization, non-pilot.—Ed.

Can't Attend School Twice

SIR: I completed aviation machinist's mate "B" school December 1947. I would like to know if I am eligible to reattend? If not, when will I become eligible? If I am eligible, what is the proper procedure to gain readmittance?—A. J. N., AD1, USN.

• In view of the fact that you have already completed the Advanced Aviation Machinist's Mate School (Class B) you are not eligible for reassignment to the basic course of that school. Personnel who have attended a service school normally are not eligible for return thereto. In specific instances when sufficient changes have occurred in a school's curriculum, reattendance at the same school is sometimes authorized. There have been no curriculum changes to the AD(B) school basic curriculum since 1947 sufficient to warrant your reassignment.

There are several Class "C" courses in the AD(B) School to which you may be eligible for assignment. These are the Helicopter Maintenance, Jet Power Plants, and Jet Engine Special Maintenance Courses. Quotas for these courses are assigned by the Chief of Naval Personnel and individual requests should be forwarded, via official channels, to the Chief of Naval Personnel (Attn: Pers B212e) in accordance with the instructions contained in the List of Navy Schools and Courses (NavPers 15759). This volume may be obtained from your personnel officer.—Ed.

Back-Down Speed of a DD

SIR: Can USS Douglas H. Fox (DD 779) back down at a speed of 20 knots? She is an Allen M. Sumner (DD 692) class destroyer, built in 1944.—F.W.L., FN, USN.

• Yes, under favorable conditions — and that doesn't mean going downhill. The Bureau of Ships Manual limits the shaft turns for ships of the Sumner class to a maximum of 210 rpm. At this figure the stern speed would vary between 15 and 20 knots, depending upon weather and sea conditions, displacement and other factors which would affect a ship's speed.—Ed.



USS DOUGLAS H. FOX can back down faster than many can go forward.

MOP on Retirement

SIR: On 4 Nov 1941, I was discharged and reenlisted for a period of four years. On 8 Aug 1942, I was appointed warrant gunner (T) and subsequently advanced to the rank of LTJG (T). On 23 Mar 1946, my temporary appointment as LTJG was terminated and I was transferred to the Fleet Naval Reserve, Class F-4-D, in the rating of chief firecontrolman.

As I understand it, payment of mustering out pay commenced in 1944. Since I have never been discharged since 1941, am I entitled to mustering out pay?—R.A.K., FCSC, USN.

• No. Personnel transferred or returned to the retired or inactive list with retired or retainer pay are not entitled to mustering out pay.—Ed.

Receiving Army Award

SIR: My crewmates and I were awarded a "Letter of Commendation" signed by the commanding general of the advanced area our LSU was operating under for our part in recovering a downed MIG-15 in the enemy-held coastal area of Korea.

Does this letter entitle us to wear the Army or Navy Commendation Ribbon?—W.F., EN1, USN.

• A letter of commendation signed by an advanced area commanding general does not entitle one to wear the Navy Commendation Ribbon.

Though the Army Commendation Ribbon and the Navy Commendation Ribbon are comparable awards, the regulations for these are not identical.

Group commendations — copies of which are given to members of the group—do not entitle the holder to wear the commendation ribbon. In general, when a "ribbon-rating letter of commendation" is made, authority to wear the ribbon is contained in the letter.

In your case, a further check on the

Uniform Material

SIR: Regarding the blue jumper and blue trousers—exactly what type of cloth are they made of?—J.E.L., SN, USN.

• The material that goes into the trousers and the dress blue jumper is melton. This is described as "a stout, smooth woolen cloth with a short nap."

Your undress blue jumper, as you may have noticed, is made of a slightly different material. This is flannel—"a soft woolen cloth, of loose texture."—Ed.

right to wear the ribbon could be made by submitting your letter to the Decorations and Awards Branch, office of the Adjutant General, Department of the Army.—Ed.

Time for Service Stripes

SIR: Does time served in National Guard units or in the Naval Reserve count toward earning a service stripe?—K.L.C., YN3, USN.

• Naval Reserve time, yes—National Guard time, no.

Uniform Regs says that enlisted personnel shall wear one service stripe for each four years of active duty in the Navy, Marine Corps, Coast Guard, or Army or active service in the Naval Reserve, or any combination thereof. No mention is made of service in the National Guard and if it isn't listed in the book, it doesn't count.

The term "active service in the Naval Reserve" is employed to distinguish from "retired service." "Active service" is considered to mean service on the active list of the Naval Reserve, whether performed in an active or an inactive duty status or any combination thereof.—Ed.

Instructor Waiting List

SIR: Some time ago I was notified by BuPers that my name had been placed on the instructor's waiting list. I had made this request in accordance with BuPers Circ. Ltr. 38-49.

It appears that this directive has been cancelled by a new circular letter—BuPers Circ. Ltr. 70-51, (NDB, 15 May 1951)—which states that a man has to be eligible for a normal tour of shore duty to request instructor duty.

Does this mean that the "old" waiting list of instructors has been abolished? Or will my name be carried on it until I am eligible for a normal tour of shore duty?—H.T.J., BTC, USN.

• The previous waiting list for instructors was not abolished by BuPers Circ. Ltr. 70-51. Those men who submitted requests for instructor duty in accordance with BuPers Circ. Ltr. 38-49 and were informed that their names had been placed on the waiting list have had their names retained on the list—withstanding the newer circular letter.

These men come up for consideration when their services are required or when they fulfill the eligibility requirements for shore duty.—Ed.

BB Not Named for State

SIR: Was there ever a USN battleship that was not named for a state?—G.S.C., Jr., MSGT, USMC.

• Indeed there was—the old Kearsarge (BB 5). She was named for a hard sailing and hard fighting steam sloop of war which had won Civil War fame by sinking the famous Confederate cruiser Alabama. The steam sloop, in turn, had been named for a mountain in New Hampshire.

You might say it took an act of Congress to do it. In the Congressional Appropriations Act of 1895, two seagoing coast-line battleships were provided for. The act also declared that one of the BBs be named Kearsarge, although this violated the general policy—even then in effect—of naming this type of ship for states. Naming the planned BB as Kearsarge honored the steam sloop, which had wrecked herself on Roncador Reef off Central America the year before.

Battleship Kearsarge was commissioned in 1900. After a memorable career highlighted by a cruise around the world with the "Great White Fleet (1907-09) she was placed out of commission in 1920. Soon after this, she was converted into a crane ship and officially lost her name. Now carried on the lists of active service craft as a crane ship, she performs weight-lifting duties in the 1st Naval District. AB-1 is her official designation—she has no official name.

The name Kearsarge is carried on by CV 33, a carrier of the Essex Class.—Ed.



OLD KEARSARGE—Once queen of Great White Fleet, now a crane ship.

Caps Off for Prayer

SIR: On occasions of invocations and prayers, there has been a question as to whether the cap should be removed.

Please give the guiding courtesies when (1) the affair is held inside a large building and officers and enlisted men are standing with their caps on and (2) when the group is assembled outside and the caps are on.—L. J. C., LCDR, USN.

• All officers and enlisted personnel, except those under arms, should remove their caps during prayer unless inclement weather would endanger the health of the participants. This applies to both indoor and outdoor ceremonies.

The usual signal for officers and enlisted men to remove their caps is the chaplain's removal of his cap. In a more military formation, an officer may give the command to uncover just before the prayer, in order that it might be done in a more uniform manner.—Ed.

Minority Cruise and FR

SIR: Take the case in which a minority cruise has been terminated six months early under authority of Alnav 147-47. Is that cruise the equivalent of four years' service for computation of service for transfer to the Fleet Reserve or retirement?—R. B. H., PN1, USN

• Practically all men who "go for 20" at this time, will eventually transfer to class F-6 of the Fleet Reserve. Let's look at your question from that viewpoint.

A minority enlistment, terminated six months early under Alnav 147-47, is not considered equivalent to four years' service for the purpose of transfer to the Fleet Reserve under the provisions of the Naval Reserve Act of 1938 (as amended by Public Law 720-79th Congress).

Therefore, only day for day active service can be counted as active Federal service for the purpose of transfer to the Fleet Reserve Class F-6.—Ed.

Wants Lighter-Than-Air Duty

SIR: What is the procedure for obtaining lighter-than-air duty? I have a flight instructor's rating and a commercial license and I am experienced in methods of air navigation. Is it possible for me to become a liaison pilot?—M. C., QMC, USN.

• Assignments to duty in an LTA activity are made by fleet and shore administrative commanders to fill authorized allowances. Personnel desiring shore duty in an LTA activity should submit a request for shore duty in accordance with the requirements as outlined in BuPers Circ. Ltr. 36-50 (NDB, January-June 1950).

Personnel in the Atlantic Fleet desiring LTA sea duty should submit re-

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order.

• USS Newport News (CA 148)—The chaplain will furnish copies of the ship's new Cruise Book at a cost of \$5.00, postpaid. Money orders payable to USS Newport News should be addressed to The Chaplain, USS Newport News (CA 148), Care of Fleet Post Office, New York, N.Y.

quests via the chain of command to ComServLant.

Personnel in the Pacific Fleet desiring LTA duty ashore should submit requests via the chain of command to the Chief of Naval Personnel.

Only naval aviators and designated aviation pilots are assigned duties in the lighter-than-air organization. Individuals who hold civilian pilot certificates are not eligible for designation as aviation pilots. It has been determined as a matter of policy that the qualifying of such persons under existing circumstances would be unproductive. Accordingly, it is desired that their services be utilized in the enlisted rating structure where their experience best fits them.—Ed.

Previous Warrant Service Counts for Pay Grade Increase

SIR: In 1945 I was advanced to warrant officer. The following year I reverted to CPO. In 1951 I was again advanced to warrant officer. Does my previous time spent as warrant officer count toward advancement to commissioned warrant grade?

I understand that some W-1s recently made W-2 in three years instead of the usual six. —R.H.K., WOHC, USN.

• The Secretary of the Navy has recently approved a plan to credit warrant service under a previous appointment for purposes of promotion to commissioned warrant grade and assignment to higher warrant pay grades.

(Previously it was required that service in warrant grade be continuous from date of acceptance of current appointment as a warrant officer to be counted toward eligibility for promotion to commissioned warrant grade.)

In view of the changes authorized

Language Qualifications

SIR: I have been studying Greek for some time and believe that, with a little advanced training, I could become an interpreter.

Is there any school for interpreters that I could attend? Is there any way that I can utilize my background in Greek while I am in the Navy?—C.S., SA, USN.

• The Navy has no school for the purpose of qualifying interpreters.

While linguistic qualifications are considered when personnel are selected for certain billets in foreign countries—such as on the staff of a naval attache or at a mission—BuPers does not order enlisted personnel to duty specifically as interpreters but rather for duties appropriate to their ratings.

Your name has been placed on file in BuPers, however, for consideration in the event that a special requirement for your qualifications should develop.

Enlisted personnel who desire—and are qualified for—naval attache or mission duty may submit requests to BuPers in accordance with paragraph 7c and d, Part I, BuPers Circ. Ltr. 36-50 (NDB, January-June 1950).

In addition, enlisted personnel who have been on sea duty for a minimum of one year since last shore duty or overseas duty may submit requests to ComServLant or ComServPac, as appropriate, for placement on the waiting list for overseas duty in localities of their choice might be utilized to best advantage.—Ed.

by SecNav, a selection board will be convened in the near future to consider for promotion to commissioned warrant officer grade and assignment to pay grade W-2 warrant officers who now meet length-of-service requirements.

And further, warrant officers who were formerly commissioned warrant officers will be considered for appointment to commissioned warrant officer and assigned to warrant pay grade W-2.

The policy during the present emergency is that any warrant officer with three or more years of service may be considered for temporary promotion to commissioned warrant grade depending upon the needs of the Navy and upon the gravity of the international situation.

Permanent warrant officers will continue to become eligible for permanent promotion to chief warrant officer upon the completion of six years of satisfactory military service.—Ed.

GCA School

SIR: What are the quotas, convening dates and qualifications for enlisted personnel (particularly radarmen) who want to attend the Ground Controlled Approach school? I would like to attend if possible.—J.J.R., RD1, USN.

• The RD rating was eliminated as being eligible for Ground Controlled Approach School (Class C) in February 1951. At the present time, training in the GCA school is limited to the Operators' phase, and only Air Controlmen ratings are now eligible for assignment. The Operators' phase is 10 weeks long and convenes every four weeks.

The Electronics Technicians' and Enginemen's phases, for which only ET and EN ratings are eligible, have been discontinued until further notice. It is contemplated that training in the ET and EN phases will be resumed early in 1952.—Ed.

National Guard Time Counts

SIR: I have 16 years' Regular Navy service. Prior to entering the naval service I served two years with the N. Y. National Guard. Now as a CPO at the completion of 20 years' naval service will I be entitled to retainer pay that includes the two years' National Guard service? I understand that my retirement will be for 22 years' service. Will you please clarify this question for me?—E. T., MMC, USN.

• Yes. Active service (that is, attendance at drills) in a federally recognized unit of the National Guard of a state is creditable for retirement pay purposes, as well as creditable for longevity pay during your active naval service. Upon completion of 18 years' active naval service, and counting two years' active service with the National Guard, you are eligible for transfer to the Fleet Reserve.—Ed

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• USS Sumner (AGS 5): A reunion is being planned for the spring of 1952, with date and place to be decided. Interested persons may contact Bill Frederick, HMC, USN, USNRTC, 52nd St. and First Ave., Brooklyn, N. Y.

• USS Estes (AGC 12): The third annual reunion is planned for a date this spring and a place to be decided. Former members of the ship's company may contact Andrew T. Ferguson, Jr., 2450 Montrose St., Philadelphia 46, Pa.

• USS Yorktown (CV 10): Former members of ship's company are invited to contact Commander J. N. Moody, CHC, USNR, president of USS Yorktown Association, care of the Cathedral College, 555 West End Ave., New York, N. Y., to arrange a reunion of all former officers and crewmen at a time and place to be decided. A history of the organization will be sent to all shipmates

sending a request to Chaplain Moody.

• 70th U. S. Naval Construction Battalion:—Former members of this unit are invited to attend the annual smoker to be held 18 Apr 1952. For information and reservations, contact Arthur J. Benline, 2015 Municipal Bldg., New York 7, N. Y.

• Naval Operating Base, Palermo, Sicily: A reunion of all officers and enlisted men of the base and the original Navy units will be held in Chicago, Ill., 14 June 1952. Persons interested in attending may contact W. A. Beam, P.O. Box 55, Moline, Ill.

• USS Sloat (DE 245): Former members of the ship's company interested in a reunion at a place and date to be decided may contact T. P. Quinlan, Jr., 35-16 34th St., Long Island City 1, N.Y.

• USS North Carolina (BB 55): A reunion of former officers of the *Shoebat* is being planned for April 1952 in the vicinity of Washington, D.C. Interested personnel should contact CDR C. O. Marshall, USN, Naval Aviation Electronics Service Unit, Naval Receiving Station, Washington 25, D.C.

Safekeeping of Defense Bonds

SIR: I have allotted a part of my pay for the purchase of U.S. Defense Bonds. I understand the Navy will hold them for me in safekeeping if I so desire. Please advise me to whom I should write in order to arrange for such safekeeping and also how to withdraw them if I should need them—A.B.B., TA, USN.

• All service personnel who have

registered Defense Bond allotments may write to the Chief of the Field Branch, Bureau of Supplies and Accounts, Navy Department, Cleveland 14, Ohio, to obtain information regarding delivery of bonds, safekeeping of bonds and the release of bonds the Navy is holding in safekeeping.

An informal letter to this address will get a prompt answer on any question regarding your bonds.—Ed.

-----Cut or tear on this line and mail to address given on blank-----

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Navymen Should Know Military Insignia

WHO WORE the first Navy uniform? How were officers first distinguished from enlisted men? Who started the rating badge system among enlisted men?

We know that navies existed over 2,000 years before Christ, when Crete carried on commerce with Egypt in the Mediterranean. Crete's warships are the earliest on record.

Unfortunately, nothing is known about naval insignia and uniforms during this stage of world history. It is, therefore, virtually impossible to state who wore the first uniform or who originated the use of insignia to determine rank.

One of the earliest means of designating rank, however, was the crest. This device—a plume or other decoration attached to the top of a helmet—was worn by warrior chiefs in ancient Rome and Greece. It served not only as a mark of rank but also as a conspicuous emblem in battle, around which warriors might rally.

In medieval times, feudal lords often designed their own emblems to identify themselves and their troops. Heralds carried colorful banners into battle. From this practice grew the elaborate system known as heraldry and the use of "coats-of-arms"—the forerunners of today's rank and rating badges.

As nationalistic interests grew and wars involved higher stakes, colorful uniforms were designed and various insignia were used to denote rank. Uniforms probably reached their height of splendor in the days of Napoleon, who used spectacular effects to incite martial enthusiasm.

Service uniforms of today are designed primarily for utility and to meet the conditions imposed by combat. Insignia, used by the armed forces to designate rank, have become standardized.

Uniforms and insignia have three main purposes:

- They make it possible to determine the position of a superior, or subordinate.
- They serve to point out friend from foe.
- They promote a feeling of unity and add smartness to the appearance of an individual or group.

You should learn to recognize the insignia of each grade—not only in the Navy but in the Marine Corps, Army and Air Force as well. Military courtesies and tokens of respect due your Navy superiors are also deserved by higher authorities in the sister services. To help you learn what these rank designations are, **ALL HANDS** is re-publishing the insignia chart on pages 32-33.

A quick glance at the chart will reveal two major similarities among the insignia of the various services:

- Collar devices of commissioned officers are almost identical.
 - Chevrons—in one form or another—are used to denote rank among enlisted personnel of all services.
- There are a number of differences in insignia:
- The Navy and Air Force use an inverted chevron system.
 - Navy chevrons come only with the rating badges of petty officer. (The single chevron may denote three different pay grades, depending on the branch of service.)
 - The three non-petty officer grades in the Navy are indicated by group-rate marks—the short, diagonal stripes worn on the upper part of the left sleeve. These

are white for seaman (blue on the white uniform), red for fireman, green for airman and light blue for construction man. (The use of these diagonal stripes covers the former meaning of the stripes on dress blue jumper cuffs and the branch mark—or "watch mark"—worn around the shoulder seam of jumpers.)

- A seaman recruit—lowest grade in the Navy—is entitled to wear one diagonal stripe on the upper part of the left sleeve. Personnel in comparable grades in the other services have no sleeve decoration.

- A man wearing two "stripes" or chevrons in the

(Continued on page 34)

Service And Distinguishing Marks

For service in the Korean theater, the Army is authorizing use of gold embroidered bars, worn horizontally on the left sleeve, to denote six months' overseas service. These bars are like those worn for overseas service in World War II and are nicknamed "Hershey bars" because of their appearance when worn in groups. At the present time, no other branch of the armed forces is recognizing overseas service in this manner.

During World War I, the Army authorized use of small chevrons on the *left* sleeve to denote overseas service. They were similar to the "wound stripe"—also in the form of a chevron and worn on the *right* sleeve—which the Army awarded for wounds received in action during World War I, when there was no "Purple Heart" decoration.

Another sleeve decoration is the service stripe or "hash mark," awarded to enlisted members of all branches of the armed forces for extended periods of service. Sailors and marines earn a service stripe for each four years of active service while the Army and Air Force award them for each three years of active service.

Chief petty officers and petty officers wear gold hash marks for not less than 12 years' continuous active duty, during which time they have fulfilled the requirements necessary for the award of the Navy Good Conduct Medal. When gold hash marks are worn, the rating badge consists of gold chevrons, silver eagle and silver specialty mark. Personnel not eligible for the gold hash marks wear red hash marks and rating badges on the blue uniform and blue ones on white uniforms.

Other distinguishing marks may be worn by Navy-men with special qualifications or who have won certain distinctions. These marks include:

- A gun design for gun captains.
- Submarine insignia for submariners.
- Sharpshooters' or expert riflemen awards.
- Exploding bomb device for seamen gunners.
- Specialty marks for strikers.
- Airship design for men on airship duty.
- The Navy "E" award.
- Insignia for divers, differing with various pay grades.

INSIGNIA OF THE UNITED STATES ARMY, NAVY, MARINES, AND AIR FORCE

Pay Grade

NAVY

MARINES














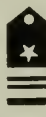
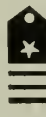
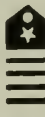





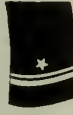








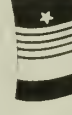
































ARMY

AIR FORCE

ENLISTED							WARRANT	
E-1	E-2	E-3	E-4	E-5	E-6	E-7	W-1 through W-2	W-3 through W-4
 SEAMAN RECRUIT	 SEAMAN APPRENTICE	 SEAMAN	 PETTY OFFICER THIRD CLASS	 PETTY OFFICER SECOND CLASS	 PETTY OFFICER FIRST CLASS	 CHIEF PETTY OFFICER	 WARRANT OFFICER	 COMMISSIONED WARRANT OFFICER
 PRIVATE	 PRIVATE FIRST CLASS	 CORPORAL	 SERGEANT	 STAFF SERGEANT	 TECHNICAL SERGEANT	 MASTER SERGEANT	 WARRANT OFFICER	 COMMISSIONED WARRANT OFFICER
 RECRUIT	 PRIVATE	 PRIVATE FIRST CLASS	 CORPORAL	 SERGEANT	 SERGEANT FIRST CLASS	 FIRST SERGEANT  MASTER SERGEANT	 WARRANT OFFICER JUNIOR GRADE	 CHIEF WARRANT OFFICER
 PRIVATE	 PRIVATE FIRST CLASS	 CORPORAL	 SERGEANT	 STAFF SERGEANT	 TECHNICAL SERGEANT	 MASTER SERGEANT	 WARRANT OFFICER JUNIOR GRADE	 CHIEF WARRANT OFFICER

UNITED STATES ARMED FORCES

COMMISSIONED

	0-2	0-3	0-4	0-5	0-6	0-7	0-8			
										
										
										
	LIEUTENANT JUNIOR GRADE	LIEUTENANT	LIEUTENANT COMMANDER	COMMANDER	CAPTAIN	COMMODORE	REAR ADMIRAL (SEE TEXT)	VICE ADMIRAL	ADMIRAL	FLEET ADMIRAL
										
	FIRST LIEUTENANT	CAPTAIN	MAJOR	LIEUTENANT COLONEL	COLONEL	BRIGADIER GENERAL	MAJOR GENERAL	LIEUTENANT GENERAL	GENERAL	
										
	FIRST LIEUTENANT	CAPTAIN	MAJOR	LIEUTENANT COLONEL	COLONEL	BRIGADIER GENERAL	MAJOR GENERAL	LIEUTENANT GENERAL	GENERAL	GENERAL OF THE ARMY
										
	FIRST LIEUTENANT	CAPTAIN	MAJOR	LIEUTENANT COLONEL	COLONEL	BRIGADIER GENERAL	MAJOR GENERAL	LIEUTENANT GENERAL	GENERAL	GENERAL OF THE AIR FORCE

Know Your Military Insignia

(Continued from page 31)

Marines, Air Force or Army is called a corporal. But an Army corporal is in the same pay grade (E-4) as a sergeant in the Marines or Air Force. Consequently, a naval third class petty officer may be the equivalent of a sergeant or a corporal, depending on the service.

- Top enlisted pay grade in the Navy is that of chief petty officer, while the other three services call their top EM master sergeants. The Army also has a first sergeant in pay grade E-7, along with its master sergeants.

- Army chevrons come in two color patterns, not shown on the chart. Non-combat non-commissioned officers wear gold-on-black chevrons, while combat NCOs wear black-on-gold chevrons.

- Warrant officer insignia are the same for Army and Air Force warrant officers who are called warrant officer (junior grade) and chief warrant. Navy and Marine warrant officers are called warrant officers and commissioned warrant officers, each having distinctive insignia. As of 1 July 1952, Navy CWOs and WO will wear collar devices on the right collar point of khaki shirts similar to those worn by USMC warrants. The bars will be gold, with blue center stripes rather than the scarlet stripes used by the Marines. CWOs and WO will continue to wear the same corps device on the left collar point.

- Navy lieutenants are in the same pay grade (O-3) as Army, Air Force and Marine captains. Navy captains are in the same pay grade (O-6) as Army, Air Force and Marine colonels.

- The grade of commodore (pay grade O-7)—one of the oldest ranks in Navy tradition—is currently not in effect in the U. S. Navy.

- The Marine Corps has no officer of five-star rank.

Today's naval enlisted insignia are more than a century old, as far as the American bluejacket is concerned (see ALL HANDS, November 1950, p. 31).

In 1841, the year doctors wore gold and captains had only buttons on their sleeves, U.S. Navy Uniform Regulations set a precedent by prescribing an eagle-anchor

insigne to be worn by certain petty officers on the upper part of the sleeve. The eagle perched on an anchor stock thus became the first insignie for enlisted men.

The first rating badge was designed in 1886, combining the eagle which symbolizes petty officer status with the specialty mark indicating the trade and the chevrons showing relative grade and responsibility. In 1894, the grade of chief petty officer was authorized. During the same year, the rating badge as it is known today was established.

Here are the origins of some other Navy insignia:

- Shoulder marks first came into use in 1899 for commissioned officers, with commissioned warrant and warrant officers authorized to wear them in later years. Although they were authorized to wear shoulder marks before, it was not until 1922 that warrant officers received their present one-quarter-inch broken stripe.

- Devices to indicate rank similar to those of today date back to the Civil War, 1862, when an embroidered insignie was designed for wear on the collar of officers' coats. Pin-on rank and corps insignia first came into use in 1913.

- The star for line officers and the oak leaf designs for staff officers also first appeared during the Civil War (in 1864). The star was worn by a line officer immediately above the stripes on his blue uniform but the oak leaf design originally could be worn by staff officers only on epaulets—not on the sleeve. It may now be worn on the sleeve.

- Officers' sleeve stripes to denote rank were first authorized in 1862 for commissioned officers. The commissioned warrant received his sleeve stripe in 1899, when the broken stripe was specified.

- The epaulet was the decorative dress-up version of the shoulder strap. In the early days, shoulder straps were used to prevent the bandolier (a broad belt worn over the shoulder, used to support the musket or to carry cases for powder charges) from slipping off the shoulder. When the U.S. Navy was young, lieutenants of the line wore one epaulet on the left shoulder, except "when in command"—then the insignie was shifted to the right shoulder.

- While the traditional garb for bluejackets in navies of the world for many years has been bell-bottom trousers and jumpers, sailors of the American Revolutionary War Navy had no official uniform or insignia. In fact, before 1852, there was nothing to prevent the sailor—or his CO—from ornamenting his costume in any way fancied.

Today, bluejackets take great pride in their insignie and uniform which, although occasionally changed to conform with the needs of the times, continue to reflect the traditional smartness of the American Navy's uniform.

★ ★ ★

(Note: In the chart on pages 32-33, ranks and ratings of the Army, Navy, Marine Corps and Air Force are shown in their approximate equivalent relation to one another but not by size of insignie. Coast Guard insignia—except for prominent use of the shield—are the same as Navy insignia and, therefore, have not been included.

"Rear Admiral," as shown on the chart, is listed under pay grade O-8, which is correct for the upper half. A rear admiral, lower half, however, comes under pay grade O-7, a fact which could not be shown without unduly complicating the chart.)

Old-Timers Didn't Wear Shoes

It was not until 1897 that the Navy officially recognized the need for regulation shoes for the sailor.

Prior to that time they wore whatever shoes were available and in the days of sailing ships, many a bluejacket went barefoot because it was an easy and sure-footed way to climb aloft.

Secretary of the Navy John D. Long issued the first directive concerning shoes for bluejackets on 1 July 1897, as follows:

"Shoes—for all enlisted men; of black calfskin; both high and low; heels broad and low; soles broad and thick; strongly curved on outside and straight inside; thin leather lining; the high shoes to have full tongue stitched water-tight to the flaps; shoe strings to be of strong leather."

Sailors of today, who have to walk across metal decks baked to a turn in the hot sun, can really appreciate SecNav Long's order.

TODAY'S NAVY



NAVY'S FIRST destroyer leader, USS *Norfolk* (DL 1) has double-barreled mission of killing subs herself and coordinating the attacks of other ASW units.

New DDEs Commissioned

Two of the Navy's new destroyer escorts will soon go into service with the latest modern equipment. USS *Bache* (DDE 470) has been completed at Boston Naval Shipyard and USS *Jenkins* (DDE 447) at Mare Island Shipyard.

While details of the vessels are not revealed, they are of the class of *Fletcher* (DD445), redesigned, converted and recommissioned. They will have the new gear for rocket launching as well as a 3-inch battery, in addition to some of the original 5-inch guns.

Sea-Going Dredge

A sea-going dredge of a new design is being planned by Navy civil engineers. This design utilizes experience gained in World War II—when standard dredge hulls were found too light and lacking in freeboard (vertical distance from water line to deck) to withstand the open sea.

The primary difference between the new sea-going, non-self-propelled dredge and the standard harbor dredge will be in the hull and in protection provided for the superstructure. This new cutter-head-type,

hydraulic dredge is of a rugged design that takes into account necessity for handling a large range of materials, including sand, heavy gravel, coral, stone and blasted solids. Dredging power is provided by a 6,400 horse power diesel-electric system.

Planned length of the new dredge is 230 feet, width is 54 feet, with a draft of 10 feet and a freeboard of eight and one-half feet. This is about five feet higher than the freeboard found in standard dredge construction. Ability of this dredge to be towed in the open sea is made possible by the increased freeboard and by an "un-dredge-like" high, flared spud end (bow) which provides better sea-keeping properties.

World's Largest Destroyer

When USS *Norfolk* (DL 1) recently slid down the launching ways the world's largest destroyer became waterborne.

Norfolk holds other records: She is the largest combat vessel launched since the end of World War II; she is the first-launched of the Navy's new destroyer leaders.

Originally classed as a hunter-killer cruiser, *Norfolk* has the hull of an anti-aircraft light cruiser. Her mother yard is the Camden yard of the New York Shipbuilding Corp.

Norfolk is listed as having a 5,500-ton standard displacement (as against 3,650 tons for DLs 2 to 5). Overall length is 540 feet. Her beam is 54 feet.

Designed to engage in hunter-killer operations even under the most adverse weather conditions, this new destroyer leader is equipped with the Navy's most modern surface vessel anti-submarine warfare equipment. Her structural design incorporates lessons learned at the Bikini A-bomb tests.

Trial speed of this ship is expected to exceed 30 knots. Her total cost, exclusive of ordnance, will be \$44,000,000. Manning her will be about 40 officers and 500 enlisted men.

This destroyer leader—which is larger than some ships rated as cruisers in foreign navies—is the only Navy destroyer type that is not named for a man or men. In naming this ship *Norfolk*, the Navy honors one of the most important ports and naval centers on the east coast, a city that has a long naval history.

YESTERDAY'S NAVY



USS *Constellation* left NY with a cargo of food for famine victims in Ireland, 3 Mar 1880. USS *Cyclops* (collier) disappeared March 1918. Mystery remains unsolved. 475 Jap planes destroyed Inland Sea of Japan, 20 Mar 45.

MARCH 1952

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					



BALTIMORE-CLASS heavy cruisers USS *Boston* (CA 69), left, and USS *Canberra* (CA 70) are soon to become Navy's first guided missile ships.



Guided Missile Cruisers

Two ships being readied for conversion to guided missile warships are heavy cruisers USS *Boston* (CA 69) and USS *Canberra* (CA 70). These *Baltimore*-class heavies until recently were members of the Reserve Fleet at Bremerton, Wash. They will undergo their conversions at private shipyards.

Completion dates of their conversions have not yet been announced. Their present main armament consists of nine 8-inch guns in two forward and one after turret. The addition of the new punch of guided missiles will likely result in a reduction of the 8-inch battery.

Both the 13,600-ton *Boston* and *Canberra* were commissioned in 1943 and went into the mothball fleet after the end of World War II. Funds for the start of their guided missile conversion were contained in the fiscal 1952 budget.

Atomic Age Navy

Ability of carrier-based aircraft to deliver the atomic bomb to any target within 600 miles of the sea was acknowledged by Admiral William M. Fechteler, USN, Chief of Naval Operations.

The atomic bomb-delivering capabilities of aircraft carriers are also being increased generally, CNO stated in a speech.

Conversion of some reactivated ships for use as guided missile launching platforms, Admiral Fechteler added, is now under way.

Changes brought about in recent

years by improved weapons have increased the value of naval power, he said. All that we have experienced within the past 10 years has given increased emphasis of usefulness of the Navy.

Here is CNO's statement concerning carrier-based aircraft and the atomic bomb:

"Our new and our modernized carriers are capable of delivering the atomic bomb. The usefulness of carriers in delivering the atomic bomb increases as the bomb becomes smaller and lighter.

"This means that the Navy has the capability of delivering an atomic bomb, or many atomic bombs, from a point anywhere on the 70 per cent of the earth's surface that is covered by water to a target within the radius of action of carrier-based planes—a distance of some 600 miles.

"During a war this means, further, that within the radius of the carrier's planes we can launch an atomic attack without using a previously prepared position or airfield on land. And more importantly, it seems to me, we are able and we are free to launch an atomic attack from the high seas, from international waters.

"An enemy bombed from a carrier will not know in advance from whence the attack will come. He will have no fixed geographical position which he can destroy. He cannot easily retaliate after he has been attacked because the base from which he was bombed will not be in the same place after it has launched the attack."

Regarding defense by a naval force against an atomic attack by a

possible enemy, the Admiral had this to say:

"The atomic bomb in the hands of an enemy will not increase the vulnerability of carriers, nor indeed of any naval forces. Dispersion and mobility are the best defenses against the atomic bomb. A naval task force possesses both to a remarkable degree.

Speaking of ships of the Reserve Fleet, Admiral Fechteler said that the nation has an investment of from 40 to 50 billion dollars at current replacement costs.

"This is an investment which has been bought and paid for and is readily available," he said. "A few of these ships are being converted for use at launching platforms for guided missiles."

This section of his speech was concluded with the remark: "In view of the large and continually mounting costs of delivering the atomic weapon at its target, the paid up investment in the Reserve Fleet suggests a means of reducing the costs of delivering atomic weapons by conversions of ships of all types to guided missile ships."

New Navy Transport Plane

The Navy's new R70-1, a huge triple-duty transport plane with an 82-foot cabin, is longer than a standard freight car. It is considerably faster than the commercial Model 749 *Constellation*, having a cruise speed at altitude of between 305 and 330 mph starting with full takeoff gross weight.

The versatile giant's interior is

convertible to either a 106-passenger troop transport or a flying hospital ship for as many as 73 litter patients, besides doctors and nurses. The aircraft is equipped with removable, foldup seats which can be left aground or stowed in the plane to make room for cargo or casualties. Total maximum cargo capacity is up to 40,000 pounds for maximum military effort.

Four "compound engines" power the new aircraft, the first basically commercial transport to benefit from this type engines' extra power and economy. In compound engines, an exhaust turbine helps spin the propellers.

Each plane has a "mechanical stevedore," a sub-floor conveyor with moving hooks for tugging heavy boxes to their stowage place. An air transportable 10,000-pound capacity cargo elevator can further facilitate cargo loading.

The planes normally will carry a crew of four—pilot, co-pilot, flight-engineer and radioman. Over ocean they carry a navigator.

Designed principally for the Navy as the R70-1 and Air Force as C-121C, it is to be used on transcontinental and intercontinental cargo missions, rather than for front-line supply.

Underwater Television

Davy Jones is keeping up with the Joneses—his locker now sports a television set.

Only trouble is he has to rise above the surface to get a proper view of what's going on. This item of equipment allows the Navy's deep sea divers to look before they dive.

Under present methods, a diver makes his first descent on a job with little knowledge of what he may find. For example, he may land on the jagged edges of a wrecked deck where his air hose is in danger of being fouled.

Under the new method, the Navy's specially designed TV set—a considerable advancement over standard commercial television equipment—can be lowered to virtually any depth desired. Objects as far as 120 feet from the H20/TV camera have been viewed on the TV screen when the camera was at a depth in excess of 300 feet.

Perhaps the first use of naval underwater TV was during the evaluation of the Bikini atom bomb



HOT SHOT BUNCH at NTC San Diego, Recruit Company 856 poses with its Efficiency Trophy and other awards. Company was made up of Indiana men.

tests in 1947. At Bikini the TV camera was manipulated and focused by remote control, transmitting images to the surface. In one of the experiments, two cameras were used simultaneously.

Developed under the direction of the Bureau of Ships, the underwater TV camera is the result of three years' of research. It is now possible, with a wide angle lens, to view the whole area in which a diver is working. A close-up of specific details can be provided simply by closing a switch on shipboard which changes the camera lens from wide angle to telephoto. The pictures appearing on the TV screen topside can also be put on film for later reference if necessary.

One of the chief advantages of the Navy's new TV system is the time saved in underwater exploration. The time a diver can spend underwater is severely limited due to water pressure and to the time it takes to lower and raise him. At depths of more than 200 feet, the time spent lowering and raising a diver exceeds the time he can spend on the bottom. With a television camera and underwater lights, an operator on the ship can examine the ocean bottom at his leisure before the diver goes over the side.

Underwater television has already passed one important test—it helped locate the sunken British submarine *Affray*. The British Admiralty borrowed a standard commercial TV broadcasting camera, put it in a

watertight container and surveyed the area where the sunken sub was known to be lost. At length, the long-missing sub appeared on the screen.

'We Must Have a Strong Navy'

The need for a powerful Navy has been emphasized by the chairman of the Joint Chiefs of Staff.

General of the Army Omar N. Bradley, USA, in a speech in Chicago, Ill., stated "Our need for a Navy is . . . great. Any nation which depends so heavily on raw materials gathered from abroad must keep the sea lanes open or sacrifice its economy and standard of living.

"If it comes to war, it is to our great advantage to fight the war somewhere else—where we have the greatest chances of victory and will suffer the least. A strong Navy can help make this possible.

"If it comes to war, we must have allies. To support our allies, we must have a strong Navy in control of the sea in order to furnish them the outpouring of our factories and arsenals.

"And if it comes to a battle, naval air power, based on swiftly moving carriers, can strike at enemy forces and airfields at a distance of more than 700 miles inland from the sea."

The general added that, in recommending additional air power, the Joint Chiefs of Staff have recommended a considerable increase in Navy and Marine Corps air strength.



NEW PHOTO of USS Iowa (BB 61) taken at Pearl shows crew lined up at the rail of the recently reactivated ship.

New Cold Weather Tents

The new type cold weather tent which is now being used by the marines in Korea, is shaped like an Indian teepee. Designed by the Army, it houses five men, withstands severe sub-zero temperatures and strong winds. A ground cloth around the bottom seals in warm air.

The hexagonal shaped tent weighs 56 pounds and is carried by the five-man team it shelters. It can be erected or taken down quickly. The usual wooden supports are replaced by light aluminum pegs and a telescoping center pole. An opening on one side provides for a small but highly efficient gasoline Yukon stove.

An outstanding feature of the hex tent is its inner, fire-resistant white lining which not only provides insulation but also reflects light better than the usual olive drab color and prevents frost from falling on the occupants. It is high enough to allow a man to stand upright in the center—a marked improvement over the well-known two-man pup tent.

Flooring is not necessary now that the marines are equipped with down-filled mountain sleeping bags, warmer and more comfortable Arctic uniforms and improved winter footgear. The new equipment now being used in Korea was tested in Alaska by the Army Quartermaster Corps.

Third Tour of Korean Duty

The Navy's first aircraft carrier to launch planes in the Korean combat area in July 1950, has set another carrier—first. USS *Valley Forge* (CV

45), went back into the fight early in December for her *third* tour of combat duty.

On the opening day of her third tour, the 27,000-ton *Essex* class carrier tallied high scores of damage to enemy supply and communication lines. She launched air strikes which inflicted damage on railroad lines leading south from the Red's northern supply centers. In addition, her planes knocked out five bridges, 17 ox carts laden with ammunition, two supply dumps and eight oil tanks on the east-central front in the Wonsan-Hamhung area.

One-fourth of *Valley Forge* crewmen are veterans of three Korean tours of duty. After an eight months' rest in the States, the "Happy Valley" completed underway flight operations training in Hawaiian waters before returning to the Korean conflict.

Squadron Logs 'Firsts'

Navy Patrol Squadron Six (VP-6) has logged a number of "firsts" while serving in Korea.

It was the first squadron of P2V *Neptunes* to go into combat. It claims to be the first Navy patrol to take part in the Korean conflict.

The squadron had several midshipmen on its roster when it went into combat in July 1950. Among them was Midshipman David Styles, one of a few midshipmen to face the enemy since Civil War days.

Ninety-one men of the "Blue Sharks" squadron have been awarded the Distinguished Flying Cross for extraordinary achievement in aerial flight. More than half of the recipients are enlisted men.

PG School Completes Move

The Naval Postgraduate School has completed a 3,000-mile journey from Annapolis, Md., to Monterey, Calif.

Overcrowded conditions at the Naval Academy caused the move from the rather makeshift accommodations of Halligan Hall to a 606-acre tract near the beach at Monterey.

Truck, rail, sea and air transport and private automobiles were used to move some 65 instructors, 375 students, and their families—together with the school's gear—to the west coast. Equipment—ranging from delicate chemical balances and microscopes to huge testing machines, boilers and wind tunnels—was included in the move, along with a 40,000-volume library.

Construction on additional buildings for the school is expected to get under way in May or June. An engineering building is first on the list, to be followed by a library, auditorium and other buildings. Plans call for completion of the project in four or five years.

The Postgraduate School is the only service institution authorized to grant master's and doctor's degrees. A few students are accepted from other branches of the armed forces and from foreign countries.

Airborne Corpsmen

Many a serviceman wounded in the Korean fighting finds himself being attended by airborne hospital corpsmen as he is being loaded aboard a stateside bound Military Air Transport Service plane.

The corpsmen who perform this

"air evac" duty are serving on TAD with an Air Force medical evacuation squadron at Hickam Air Force Base, Honolulu, T.H. Since air evac flights are from the Far East to the West Coast, USA—with stopover points in between—these corpsmen span long stretches of the Pacific in this duty.

A typical "round trip" will start off in Honolulu with a couple of corpsmen boarding a westward bound cargo plane whose destination is Hanada Air Force Base, Tokyo, Japan. Upon arrival in Japan they sign in at the squadron detachment headquarters for the return trip.

After a layover of from one to five days, depending on the patient back log, they prepare patients for the east bound flight. Shortly after, patients are loaded aboard, the patients' litter safety belts are checked and other pre-take off procedures are completed.

Once the plane is airborne and has leveled off, it becomes in reality a flying hospital ward. Corpsmen spend their time preparing the patients for the maximum comfort possible in the aircraft. Walking patients are allowed to get out of their litters and move about as much as possible in the limited space. Litter patients are watched to see that the altitude has not caused their air mattresses to become over-inflated. The corpsmen take temperatures, assist the nurse in giving medications, take care of food and water and attend to personal problems.

After several hours in the air the plane lands at Wake Island to refuel and change plane crews. (Some planes, however, make this stop over at Midway.) A new crew aboard and the plane refueled, the plane takes off for Hickam. This being an eight to 12 hour flight, many of the litter patients tend to become restless and tired. The corpsmen must then include a little applied psychology in their duties.

When the plane arrives at Hickam, ambulances meet the plane and take the evacuees to the air evacuation ward at Tripler Army Hospital for a one or two day rest before continuing on to the states. For the corpsmen, however, Hickam is the end of the line. They sign in at MAES headquarters and stand by for another westward run.—R.E. Strickland, JO2, USN.

Warping Tugs Battle the Surf to Do a Job

"Not much on looks, but they sure can do the job." That's what Amphibious Seabees say about the seagoing counterpart of their largest tractors. These are the ugly duckling warping tugs.

Unlike "standard" Navy vessels, which are designed by BuShips and built under BuShips supervision, warping tugs are a home-grown product. Assembled at Seabee bases, their characteristics vary to fit them to meet local operating conditions.

Originally designed to pull stranded barges off beaches, warping tugs are now also used to assemble and beach pontoon pier sections in amphibious assault operations.

The warping tug used by ACBs at the Little Creek, Va., amphib base differs from the tug used at the Coronado, Calif., training base. What's more, both of these differ from the warping tug now serving in Korean waters with Amphibious Construction Battalion 1.

ACB 1's warping tug has that "lived-in" look. A long, low metal shed is mounted about eight feet above the deck providing living quarters for the nine-man crew. A coffee mess and facilities for heating "C" rations take care of the crew's on-the-spot messing needs.

Two 165-horsepower diesel outboard propelling units — one mounted on the after end of each outboard pontoon string—move the craft along. Steering is provided by a geared arrangement which allows the entire propeller assembly to be swung through a complete circle. This directed power pushes the tug where it is to go and does away with the need for a rudder.

Assigned to each of the two diesel units is a coxswain who does double duty as both steersman and throttleman. The two coxswains must work in unison to provide even steering. Other crewmen serve as winchmen, line handlers and rigger. The skipper is a CPO.

Ability of warping tugs to work and maneuver in almost any seaway and weather makes them a valuable craft for amphibious tasks.

It is in line with their task of hauling stranded craft off the beach that warping tugs have a potentially odd twist. The standard warping tug is an "LST side-carry," being carried to the scene of action lashed to the side of an LST. There's no record of it yet, but one of these days a warping tug is going to haul the same LST off the beach that carried her side-saddle to the spot.



WAVE CRASHES into the side of one of the warping tugs as the pontoon-constructed craft maneuvers into position during an amphibious operation.



DISC JOCKEYS John Winston, TN (left) and Jack Harper, AEAN (right) have charge of one-hour record show aired daily for men of USS *Leyte* (CV 32).

Seagoing Hillbillies

"Mountain music," once an exclusively American institution, is slowly being spread throughout the world by various instrumental and vocal groups. Perhaps foremost among these folk-song and square-dance emissaries, at least as far as the Navy is concerned, are "Keystone Curly and the Buckskin Buckaroos" of USS *Des Moines* (CA 134).

Organized three years ago on board the heavy cruiser, this six-piece

hillbilly band has played its third cruise through the Mediterranean, adding to their popularity afloat and ashore by appearing at smokers in Sixth Fleet ships and at USO canteens at Athens, Greece, and Istanbul, Turkey, where they were enthusiastically applauded by Americans and natives alike.

The Buckskin bandmen are Dale Mabrey, BT1, from Missouri; Steve Allen, MM1, from Georgia; Bobby See, BM3, from Michigan; Walter Sochan, SN, from Pennsylvania; Bill Sheets, BT3, Tennessee; and Chuck Horner, BM1, from Maryland.

The many countries in which they have played include Haiti, Cuba, and France.—Eugene W. Francis, PN3, USN.

Navy Wins Frostbite Regatta

The Fifth Annual Frostbite Regatta has been won by Naval Academy sailboat skippers for the second straight year. The two-day dinghy race over a wind-swept Anacostia River course at Washington, D. C., saw the Annapolis Class A and Class B entries amass a total of 110 points to nose out a second place Tufts College crew who collected 106 points.

Other entrants and their order of finish by points, were George Washington University (97), Georgetown (90), Ohio Wesleyan (76), Lehigh (74), New York State Maritime College (73), Maryland (62) and Ohio State (60).

12th ND Bowling Underway

Competition to determine the best bowlers of the San Francisco area is well underway as Navy, Marine Corps and Coast Guard keggers are busy splintering pins in the 1952 12th Naval District Bowling League.

Launched last month, the tourney is divided into two groups—East Bay and West Bay—and is being rolled off on the NAS Alameda and Treasure Island alleys.

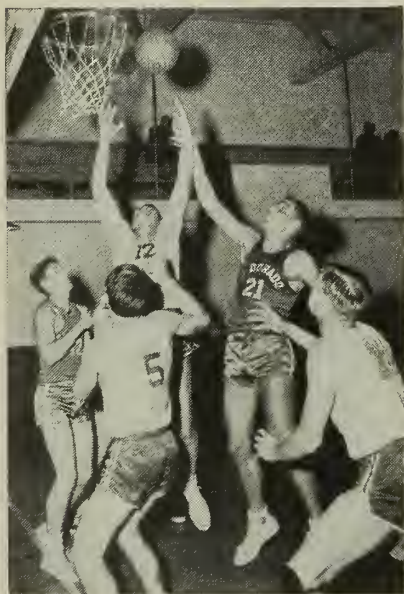
Football in Japan

A football game was the feature attraction of a gala program in celebration of the first anniversary of U. S. Naval Air Station, Atsugi, Japan. The NAS Flyers bombarded the Camp McGill Marines, 53-0, for their ninth win of the season.

Other events of the day were fire-fighting demonstrations, movies, aerial displays, miscellaneous exhibits, and a gigantic picnic lunch as the Far Eastern outpost played host to personnel from near-by military installations and to Japanese friends from neighboring communities.

Wrestlers Win Laurels

A 16-man mat team of NAS Alameda, Calif., won second honors in stiff competition at the AAU Novice Wrestling Tournament at San Diego State College. By ending up



HOT HOOPSTER Bill Koncar, SKSN (No. 21) sparked USS *Eldorado* team to fine season in the 11th ND league.



LEYTE LUCK — K. C. Moore of CV's hoop team drops one in against an Italian team from La Spezia.

with one champion, three runners-up and two third place winners in the various weight matches, the Alamedan Hellcats totaled 51 points as against first place San Jose's 71.

Other teams entered in the tourney included those of University of California, Stanford, California Polytechnical, and San Francisco State College.

Arctic Oil Field

Scientists and engineers have tapped an Arctic oil field for the Navy which is expected to yield from 30 to 100 million barrels of petroleum.

Site of the discovery is at Umiat, 350 miles northwest of Fairbanks, Alaska.

The oil-rich geological structure is about two miles wide and 20 miles long.

Diesel Fuel Tests

A chemical compound, designed to raise the ignition quality of diesel fuel, is undergoing tests sponsored by the Bureau of Ships.

If successful, the compound will greatly increase the amount of fuel oil available for submarines and other diesel vessels without added strain on the nation's oil refineries.

Because diesel fuel is ignited by the heat of air compressed inside the cylinder—instead of by an electric spark as in a gasoline engine—diesel fuel must be of a quality sufficiently high to ignite readily.

Diesel fuel quality is raised to Navy specifications by a straight distillation refining process. This refining procedure limits the amount of usable fuel obtainable from a given quantity of crude oil. With use of the new fuel blend made possible by the chemical compound development, much of the refining might be eliminated which would permit refiners to meet the enlarged demands of the defense effort and to devote more of their facilities to the production of other critically needed fuels.

It may be possible that the chemical compound, when added in different amounts to fuels of different grades, can raise all of the fuels to a uniform ignition quality level. This would enable engines to be designed to operate on a uniform grade of fuel from coast to coast instead of on the broad range of fuels now being produced, thereby insuring better engine performance.

SIDELINE STRATEGY

This is the tale of the wise old hawk — a Japanese fish hawk. Apparently driven offshore by a heavy storm, the bird (suffering from a broken leg as it was discovered later) was being buffeted about by strong winds many miles off the coast of Japan. Espying a ship approaching, the wild bird decided that the most sensible thing to do would be to land on the vessel, let come what may. So down he flopped to



make a clumsy one-point landing on the deck of the Navy hospital ship *USS Consolation*. Probably no wounded bird ever picked a better haven. Its leg was treated and placed in a miniature splint, and the entire crew became concerned with its health and welfare. Jimmy D. Clark, FN, USN, of Louisville, Ky., is pictured here with the sharp-eyed little fellow which he adopted as a pet.

★ ★ ★

Speaking of pets, it is the bull dog which is most commonly associated with Marine Corps units, but from time to time a group of leathernecks come up with some singular members of the animal world. Pfc K. W. Ulrich, USMC, of Marine Barracks, Treasure Island, Calif., has a monkey he brought back from the Philippines. This mischievous miss, mascot of the Marine reassignment barracks, is called Slake. Another Californian outfit, the

4th Infantry Battalion of Camp Pendleton, while on training maneuvers found and adopted a month-old doe which they've named Bambi. There's another Bambi at Bangor Annex Naval Ordnance Depot at Bremerton, Wash. He is the particular pet of the Bangor Marines assigned to patrol duty. A Marine watchdog had flushed the deer out of a big thicket near the annex where Bambi has become a tame visitor. At Marine Corps Recruit Depot, Parris Island, S. C., there is a pet raccoon named Henry I. He replaces an alligator known as The Jaw. The Navy, too, has an alligator mascot. Known as Norman, he divides his time between sunbathing and crawling around NATTCenter's administration building at NAS Jacksonville, Fla. At Guam, a carabao (water buffalo) is the mascot of a naval construction battalion and a Marine barracks football team. The choice is apt, inasmuch as the leatherneck eleven there are nicknamed The Carabaos.

★ ★ ★

Clinard F. Chambers, ADC, USN, of FASRON 7, NAS San Diego, was off the Coronado Islands fishing for halibut one fine day, when something struck his live anchovy bait with such a tremendous whack that his light tackle was nearly whipped from his grasp. Almost three hours later and with the assistance of a trio of fishing companions, Chief Chambers hauled aboard a monstrous sea bass. A check of the records later revealed the 306-pound specimen to be the largest known to have been caught anywhere in the past 17 years and tied a world's record set in 1934. Most amazing was the fact that the chief subdued this finny giant with only a 36-pound test line.—Ernest J. Jeffrey, JOC, USN.

THE BULLETIN BOARD

Transportation Allowances For Dependents Under The Missing Persons Act

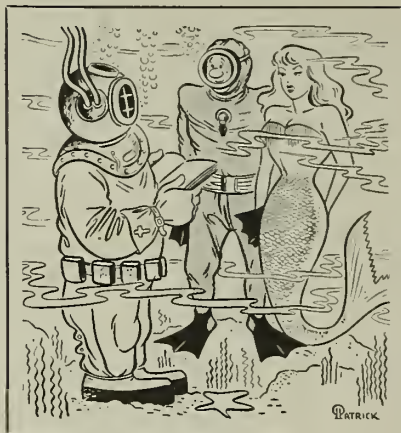
New instructions pertaining to transportation allowances for dependents under the "Missing Persons Act" have been listed in Secretary of the Navy's letter dated 14 Dec. 1951 (NDB, 15 Dec. 1951).

The "Missing Persons Act" as recently amended, provides in part for transportation of the dependents and household and personal effects of all service personnel officially reported as dead, injured, missing for a period of thirty days or more, interned in a foreign country, or captured by the enemy.

As a result of passage of recent congressional legislation significant changes have been made in prior instructions contained in BuPers Circ. Ltr. 2-49 (NDB, January-June 1949). Among these changes:

- Previous instructions required that the death, injury or "missing" status be "as the result of military or naval operations." This phrase in the instructions has been deleted and the requirement is no longer in effect.

- Prior instructions required that the destination be the official residence of record of the person concerned—or that it be such other place as may have been specifically



authorized in advance as legitimate.

Present instructions have liberalized this. They now provide that the destination may *either* be authorized in advance—or subsequently approved—to any destination. There must first exist, however, a "reasonable relationship between the condition and circumstances of the dependents and the desired location."

An example of this might be provided by two widows of service personnel who come under conditions of the "Missing Persons Act." The first, having read about Australia and finding it interesting, decides to visit it and to list this as her destination. On this basis, "reasonable relationship" probably would not exist.

The second, an Australian "war bride" decides to return home and resume residence in her native land. In this case, her request for transportation allowances would probably be approved.

Among other changes to prior instructions is one concerning claims for transportation of dependents, household and personnel effects incident to death of any member between 8 Sept 1939 and 1 Apr 1951. Those claims which have not been presented—or if presented were rejected—may now be submitted for consideration or reconsideration of payment.

ALL HANDS readers are invited to call the attention of persons who might come under these provisions of the amended "Missing Persons Act" to the above mentioned SecNav letter.

Rules Listed Concerning Marriage of Personnel Outside Continental U. S.

Marriage of naval and Marine Corps personnel outside the continental limits of the United States is the subject of the Secretary of the Navy's letter dated 20 Dec 1951. This letter states in part:

"The marriage of persons in the naval service who are on duty or on leave outside the continental limits of the United States, whether between service personnel and aliens or service personnel and United States Nationals, shall be governed by and subject to such local regulations as may be promulgated by the senior naval or Marine Corps commander, as appropriate, in the area concerned."

"Regulations issued in accordance with paragraph 3 (the above paragraph) must not be arbitrary, but rather afford both prospective spouses safeguards similar to those offered by the marriage laws of the various States. In addition, it is recognized that certain problems, such as those involving discipline, morale, and transportation, not common to marriage within the continental limits, will require consideration."

This letter also states, "As a general rule, requests to marry outside the continental limits should be approved when the appropriate naval or Marine Corps commander is reasonably certain that the following facts have received adequate consideration by the individual making the request:

- Reasonable courtship period.
- Adequate financial preparation.
- Permission of parents when either party is under 21 years of age.
- Both parties legally free to marry.
- Both parties free from infectious diseases.
- Adequate moral and legal counsel regarding marriage problems."

Other instructions concerning marriage of aliens to service personnel are contained in Army-Navy-Air Force Joint Letters dated 23 Jan 1951 (NDB, 28 Feb 1951) and 18 May 1951 (NDB, June 1951).

Crew of a Small Ship Makes a Big Showing

The size of a Navy vessel does not limit the enlisted man's opportunities for training for advancement, if crew members have their hearts set on advancement. Witness the record of this little ship—uss *E-PCS 1431*.

In the July 1951 examinations only one man of the crew failed of advancement, which gave the ship an average of 83.3 per cent.

This record, and those published in previous articles, prove that training and study programs really pay off. See ALL HANDS, July 1951, p. 42; October 1951, p. 47, and January 1952, p. 56.

Summary of Voting Information in Four States That Have Early Elections

In this election year there is widespread interest in voting.

Election dates and voting requirements vary, according to states. Therefore, a summary on voting in states with early elections is provided here for the information of naval personnel.

The states having early voting dates are Illinois, Louisiana, Minnesota, and New Jersey. Information on other states will be published in future issues of ALL HANDS.

Every command of the Navy and Marine Corps will disseminate through a designated *voting officer* all election information, including dates, qualifications and methods of obtaining ballots and voting, in compliance with BuPers Circ. Ltr. 180-50 (NDB, July-December 1950).

Naval personnel who are absent from their place of residence may vote by mail (in accordance with the election laws of their state) by obtaining the Federal Post Card Application, Form 76, from the voting officer of the activity or ship to which they are attached. The post card, when properly filled out, is mailed to the election district of the



"Mitchell requests permission to take his finger out of the leak."

voter, or as directed by the regulations of his state.

ILLINOIS

Election dates:

- Primary election of 8 April to nominate persons for president, vice president, representatives of U.S. Congress, governor, lieutenant governor, secretary of state, auditor of public accounts, state treasurer, attorney general, state senators, state representatives, circuit clerk in county, recorder of deeds in county, state's attorney in county, and coroner in county.

- Special election of 2 June to elect judicial officers in *Cook County* only.

- General election of 4 November to elect persons nominated by primary election of 8 April 1952, plus presidential electors, and trustees of University of Illinois.

Qualifications for Voting: In order to vote, a person must be: (1) at least 21 years of age on date of election in which he wishes to vote; (2) a U.S. citizen having resided in the state for one year, in the county of residence for 90 days, and in the voting precinct for 30 days; and (3) a registered voter, if a civilian.

Registration: Registration for all civilians may be accomplished in person at any time except for the 28 days immediately preceding an election. *Armed forces personnel are exempt from registration requirements.*

Obtaining Ballot and Voting: Members of the armed forces may make application for ballot by mailing Federal Post Card, Form 76, so

as to reach either the county clerk or board of election commissioners at place of legal residence in Illinois at any time within the 100-day period immediately preceding any election. Ballots will be mailed to voters about 45 days prior to election day. Return marked ballots in sufficient time to reach proper official not later than day of election.

All other persons, except members of the armed forces, may make application for absentee ballot by writing county clerk or board of election commissioners at place of legal residence in Illinois any time within the 30-day period immediately preceding an election. Ballot will be mailed to voter who is not in the armed forces not earlier than 30 days before any election. Return marked ballot in sufficient time to reach proper official not later than day of election.

LOUISIANA

Election dates:

- Run-off primary of 19 February to nominate candidates in those cases where nominations of candidates for state offices were not made in the 15 January primary.

- General election of 22 April to elect persons finally nominated in either the January or February primaries.

- Primary of 29 July to nominate candidates for representatives to the U.S. Congress, judge of the state supreme court, judge of the state court of appeal, judge of civil District court for the Parish of Orleans, member of public service commission, members of state board of education, members of parish school

Marine Blows Ill Wind For Reds on His Bugle

A marine bugler's ability to imitate the Chinese bugle call for "attack" is setting-up enemy targets for his buddies.

Having learned the Chinese bugle call, note for oriental note, the leatherneck blares the Chinese call for attack at the strategic moment. This brings the enemy running straight into the muzzles of the marines' M1s.

How did he learn the call? One day his own patrol surprised four enemy soldiers and the Chinese bugler blared out a call for help. The help came, but the marines promptly wiped them out.

The next day, the marines' bugler blew a Chinese solo. The Reds charged and the marines picked off their targets. Among the captured was a Communist bugler who bitterly complained that someone was muscling in on his racket.



"Chief's an ex-school teacher."

boards, city judges and city marshals.

- Run-off primary of 2 September to nominate candidates in those cases where nominations were not made in primary of 29 July.

- General election of 4 November to elect persons finally nominated in either the July or September primaries plus presidential electors.

Qualifications for Voting: In order to vote in Louisiana, a person must be: (1) 21 years of age on election day; (2) able to read and write; (3) a U.S. citizen having resided in Louisiana for two years, in the parish of residence for one year, and in the voting precinct for three months; and (4) a registered voter.

Registration: Required of all persons and must be accomplished in person at place of Louisiana residence.

Obtaining Ballot and Voting: Members of the armed forces should mail Federal Post Card Application, Form 76, to clerk of court of parish where applicant is registered. State will accept application at any time prior to any election. Ballot will be mailed to voter by state *not earlier* than 30 days before any election. Marked ballot must be returned in sufficient time to reach proper official on election day. *All other persons except members of the armed forces, are prohibited from voting by absentee ballot.*

MINNESOTA

Election dates:

- Presidential primary election of 18 March to elect delegates to the Democratic and Republican National Conventions.

- State primary election of 9 September to nominate persons for U.S. senator, representative to U.S. Congress, governor, lieutenant governor, secretary of state, state treasurer, attorney general, railroad and warehouse commissioner, associate justices of the state supreme court, representatives to legislature, certain judges of district court, and certain county officers.

- General election of 4 November 1952 to elect persons who were nominated in the primary of 9 September plus Presidential elections. Five amendments to the state constitution will also be voted upon in the general election.

Qualifications for voting: In order to vote a person must be: (1) at

WAY BACK WHEN

"Cats" and "Colts"

Congress, in 1850, abolished flogging forever from the American Navy. The passage of the act climaxed some 20 years of bitter controversy and growing resentment to corporal punishment, particularly that of back lashing. It finally was decided that such measures were but brutal relics of a barbaric age and a degrading spectacle unsuited to a democratic naval service.

Volumes have been written on discipline by the "cats" and "colts" for a long list of offenses ranging from possession of unwashed clothing to attempted desertion.

The "cats" (short for cat-o'-nine-tails) was an implement of crucial punishment consisting of nine cords, each with three knots, and all attached to a heavy piece of rope in such a manner as to permit a wide and powerful swing of the lash upon the bare back of the unfortunate offender. "Cats" were capable of inflicting severe and even fatal injuries, depending upon the number of lashes to which a man was sentenced. Some ships were equipped with a junior type of "cats"—called "boy's cats" or "kittens"—for the punishment of youngsters among the crew.

The "colt" or "starter" was a short thick piece of rope usually carried coiled up in the hat of a boatswain's mate. Many a man who had not committed any actual offense felt the sharp sting of the "colt" if he appeared to be slow in obeying a command. In response to an order to "start that man," the boatswain's mate was quick to lay on with a will.

Under the moral and disciplinary standards of the old sailing days, several offenses were unanimously considered serious enough to warrant punishment by lashing, but many accounts of flogging offer evidence that there were some officers so lacking in humaneness that they continually sought new and sundry excuses, how-



ever trifling, for meting punishment to "unruly" members of the crew.

For example, W. M. Murrell, in his *Cruise of the Frigate Columbia Around the World* (published at Boston in 1840), wrote:

"This morning there were two hundred and forty lashes served out in a short space of time upon the backs of twenty of the berth deck cooks for the following trivial offence: It was 'customary' on board this ship, however 'uncustomary' in other men of war, for the first lieutenant to go round the berth deck every morning and inspect the men's 'tin pots and pans' with a piece of white paper, with which he wiped the insides of the said pots and pans, and if the least soil came off on the paper, the owner was sure to receive a dozen lashes from this molly coddle of tin ware." Murrell agreed that "cleanliness on ship is absolutely necessary and should be enforced," but he emphasized the unfairness of the above persecution by pointing out that "even clean tin will soil white paper, especially when dampened, as at sea."

least 21 years old on the day following the election in which he wishes to vote; (2) a citizen of the U.S. having resided in the State of Minnesota for a period of six months and in the election district for 30 days; and (3) a registered voter, if residence is in a city or town having a population of 10,000 or more.

Registration: May be accomplished by mail at any time by writing to the city clerk or the commissioner of registration at place of residence. In order for unregistered persons to vote in the primary election of 9 Septem-

ber, registration must have been completed by 9 August; and for the general election of 4 November, not later than 13 Oct 1952.

Obtaining Ballot and Voting: Members of the armed forces and Merchant Marine should mail Federal Post Card Application, Form 76, in sufficient time to reach the county auditor of residence not earlier than 30 days, nor later than one day preceeding any election. Election ballots will be mailed by State to voter not earlier than 12 days before any election. Marked

ballots must be returned to proper official not later than day of election.

Persons other than members of the armed forces and Merchant Marine: Civilians *outside* the continental U.S. may not vote by absentee ballot. Civilians *inside* continental U.S. may vote by absentee ballot by having a member of their immediate family request county auditor at least 30 days before election to mail ballot to voter. Ballot will be mailed by the State to voter not earlier than 12 days before any election. Marked ballot must be returned not later than election day.

NEW JERSEY

Election dates:

- Primary election of 15 April to nominate for U.S. senator, representatives to U.S. Congress, and county and municipal officers.

- General election of 4 November to elect persons who were nominated in the 15 April primary plus presidential electors.

Qualifications for Voting: In order to vote a person must be: (1) at least 21 years of age on date of election; (2) a U.S. citizen having resided in the State of New Jersey for a period of one year and in the county of residence for five months; and (3) a registered voter, if a civilian. *Armed forces personnel are exempt from registration requirements.*

Registration: Armed forces personnel may vote in any election *without* being registered. For others, registration must be accomplished in person at county of New Jersey residence at any time during the 40-day period preceding an election. Registration of persons is permanent unless a person fails to vote at least once in the 4-year period preceding an election.

Obtaining Ballot and Voting: Members of the armed forces may either mail the Federal Post Card Application, Form 76, so as to reach the clerk of county of residence at any time prior to an election, or application for ballot may be made by the member's parents, guardian, or other authorized person. In either case, ballots will be mailed by state to voter not earlier than 30 days before an election. Return of marked ballot to proper official not later than closing of the polls on election day. Civilians are prohibited from voting in New Jersey by absentee ballot.

New Records Set for Correspondence Courses

New reports on large numbers of correspondence courses completed by individual Navymen in record time are challenging the achievements announced in the September 1951 issue of *ALL HANDS* (p. 35), which invited personnel with better records to send in an account of their accomplishments.

The previous score of seven courses completed in a 12-month period, achieved by Ensign John W. O'Brien, USN, has been bettered by Lieutenant G. B. Tamburello, USN, who has completed 10 correspondence courses in 11 months. LT Tamburello also challenges the two-year record of Edward F. Kral, YNC, USN, having completed the same number of correspondence courses (12) in less time, namely 19 months. Before reaching the two-year mark LT Tamburello, who is stationed at Naval Radio Station, Bainbridge Island, Wash., expects to finish at least one more course, making a total of 13 for the 24-month period.

Another report comes from Chief Electrician Max L. Leech, USN, Sub Group One, Norfolk Group, Atlantic Reserve Fleet. His record of eight correspondence courses completed in less than a year with an average of 3.91 places him very close to the top score.

Proof for the Navy man that a whole parade of educational opportunities marches before his eyes, no matter where he is stationed, is pointed up in another record achieved by Gershon Smith, ADC, USN, with ComAirPac. He has completed 15 correspondence courses over a period of 27 months. On eight officer correspondence courses he averaged 3.92 and on seven USAFI college correspondence courses he scored "with distinction" on five, and "satisfactory" on two.

Frank Busman, YNC, USN, member of a Navy detachment at Elgin AFB, Fla., "intends to better the one-year record of Ensign O'Brien in the next five months." He has completed four courses in the past several months with an average of 3.85.

A report from Busman's outfit,

the Navy All Weather Testing Program Detachment, at Elgin AFB, indicates it is striving for a record in group achievement. "This detachment of 15 enlisted men and two officers," according to the unit's report, "has nearly completed a total of 24 correspondence courses in the past seven months. In addition, five enlisted men are enrolled in a college curriculum at Florida State University. This extra-curricular study, coupled with normal study paths for advancement, has resulted in a commendable average in the competitive examinations for advancement. Eight out of nine persons recommended for advancement since the inception of this activity in February 1950, have successfully passed their examinations.

Enlisted correspondence courses, previously limited to Reserve personnel on inactive duty, are now available to all enlisted personnel on active duty. A list of courses available to EMs was published in *ALL HANDS*, November 1951, pp. 48 and 49.

The officers' correspondence courses administered by the U.S. Naval Correspondence Course Center are available to commissioned officers, warrant officers, and chief petty officers of the Regular Navy and the Naval Reserve, on active or inactive duty. Enlisted personnel other than chief petty officers are eligible also for enrollment in the officer courses if recommended by their commanding officers as potential officer candidates (*BuPers Manual H-4502*).

EM who have completed the available enlisted correspondence courses applicable to their rating and desire to improve their enlisted status by increase of knowledge and proficiency in rating may make application to study officers' correspondence courses. Commanding officers who cannot recommend an EM as a potential officer candidate, but feel that the man and the service would profit from his participation, should forward the man's application via the Chief of Naval Personnel for special consideration.

Eligibility Requirements for Korean and Far East Service Ribbons and Medals

To dispel much of the confusion regarding your right to wear one or more of the Korean and Far East Service ribbons and medals, **ALL HANDS** summarizes the eligibility requirement for the awards for service during the Korean conflict.

• **Korean Service Medal:** This is awarded to armed forces personnel who serve or have served in Korea and immediate adjacent waters between 27 June 1950 and a terminal date to be announced later. Korean Service Medal ribbons are available now and may be worn by authorized eligible personnel. The medals will not be available for distribution until after the cessation of hostilities.

Engagement stars have been approved by the Chief of Naval Operations for the Korean Service Ribbon for participation in one or more combat operations during each of the following periods:

(a) North Korean Aggression period, 27 June through 2 Nov 1950.

(b) Communist China Aggression period, 3 Nov 1950 through a date to be announced.

(c) Inchon Landing period, 13 Sept through 17 Sept 1950.

Ships and units considered to have

participated in combat operations and entitled to one or more engagement stars are those which (during the above specified time):

(a) Engaged in blockade in Korean waters.

(b) Took part in shore bombardment, minesweeping, amphibious assault or redeployment under enemy fire or were part of mobile logistic support force in combat areas.

(c) Operated as part of carrier task groups from which offensive air strikes were launched.

(d) Participated in ground action or engaged in aerial flights over enemy territory.

(e) Engaged in or launched commando-type raids or other operations behind enemy lines.

(f) Engaged in patrol or escort operations which resulted in engagement in which a ship or aircraft suffered damage from the enemy or destroyed or severely damaged enemy ship or aircraft.

A list of ships and units designated by the Chief of Naval Operations as having met the requirements will be announced at a later date. Meanwhile, eligible personnel have been authorized to wear engagement stars

upon the ribbon bar of the Korean Service Medal in conformance with the above general policy. (See Joint MarCorps-BuPers letter of 20 March 1951, NDB, 31 March 1951).

• **United Nations Service Medal:** The Department of Defense and Secretary of the Navy have authorized eligible Navy and Marine Corps personnel to receive the United Nations medal for participation with the land, sea and air forces in the Korean conflict. The medal is made of bronze alloy and has an approximate diameter of one and three-eighth inches. It is attached



to a ribbon with nine blue and eight white vertical stripes. One side of the medal carries the inscription, "For Service in the Defense of the Charter of the United Nations," and the other side the U.N. emblem.

Eligibility requirements for wearing the blue-and-white, pin-striped ribbon are:

(a) Membership in armed forces serving in Korea and adjacent waters for service on behalf of the United Nations between 27 June 1950 and a terminal date to be announced. Service during the Korean conflict but *not* in the Korean theater does not qualify an individual for the medal. In other words, you must serve in the Korean theater to earn the U.N. Service Medal.

(b) Membership in para-military or quasi-military units designated by their national Governments for service in support of U.N. action in Korea and certified by the U.N. Commander-in-Chief as having directly supported military operations there.

(c) Membership in land, sea or air forces of the Republic of Korea serving in units participating in the U.N. action under direct command of the U.N. Commander-in-Chief.

Personnel of the naval service who meet the above requirements may wear the ribbon of the United Nations Service Medal subject to verification of eligibility when the medal is issued. The U.N. medal is to be

USN 'Copter Unit Serves in British Carrier

U. S. Navy Helicopter Detachment Six, operating from British aircraft carriers in Korean waters, has picked up a lot of pointers on the Royal Navy's way of doing things.

The American 'copter crew — which spends most of its time rescuing downed pilots in the Yellow and Japan Seas and on the Korean mainland—has served on board HMS *Theseus* and HMS *Glory*.

Their U. S. helicopter sports the Royal Navy crown, superimposed on the Union Jack, as well as the squadron insignia—a life-line and ring.

The American Navymen eat and sleep in the same compartments with the Britons. Not used to sleeping in hammocks, the bluejackets prefer benches.

During their service on board the carriers, the bluejackets have picked

up a few choice words of British.

The Britons call their planes "kites." Pilots don't go off on "hops" but, rather, "flips."

Chow in the Royal Navy is called "seran" and the regulation pudding is known as "pusser's duff." There's no substitute for GI coffee, the American sailors found—not even His Majesty's tea. The seven crewmen buy their own coffee in the flat-top's store which is called NAAFI—Navy-Army-Air Force Institute—and which is operated by civilians.

Two customs, alien to the American Navy, are observed daily by the British sailors. At 11 a.m., the public address system announces "spirits up" and the Britons may have their traditional "tot of rum." At two p.m., "stand easy" call announces that it is time for all hands to have their afternoon tea.—Felix B. Grosso, JO1, USN.

worn next after the Korean Service Medal ribbon. The medal will not be struck until after the cessation of hostilities. Navy and Marine Corps personnel eligible for the *Korean Service Medal* also will be eligible for the U.N. medal.

• **Korean Presidential Unit Citation:** The right of eligible individuals to wear the ROK PUC ribbon must await approval of Congress on the recommendations already made by the Secretary of the Navy. SecNav has approved acceptance of the citation by designated ships and units, but individuals in these specified ships and units must await Congressional approval to wear the ROK PUC ribbon. In the meantime, Navy and Marine Corps personnel may *not* wear the ribbon of the ROK citation. Personnel serving in U.N. Naval Task Force 95 and specified units of the Marine Corps have been named to receive this citation providing Congress approves the SecNav recommendations.

• **Navy Occupation Service Medal:** Eligibility for this medal requires that the individual shall have been attached to, present, and serving on permanent duty in a designated occupation area with an organization in the naval service during certain periods of time specified by SecNav (see below). The medal may be earned by a member immediately upon reporting in one of the areas originally designated for this award when he is permanently attached to a unit ashore or a ship. Not more than one Navy Occupation Service Medal will be awarded to any individual regardless of whether service has been performed in different areas at different times. However, clasps, "Europe" and "Asia" are issued to indicate occupation duty in those areas and both may be worn if an individual qualified for the award in both areas.

The medal for occupation service on shore and on board ships is awarded as follows:

(1) For duty in the European-African-Middle Eastern area performed during the period beginning on and after 8 May 1945 until a terminal date still to be designated. Services performed in this area between 9 May and 8 Nov 1945 shall not be credited toward individual eligibility unless the individual is

Ship to Try Out New Automatic Pilot System

For many years shipboard helmsmen have had a mechanical co-worker in their job. It goes by the name of *iron mike*, *automatic pilot*, *automatic steersman*, or more informally, *the helmsman's helper*.

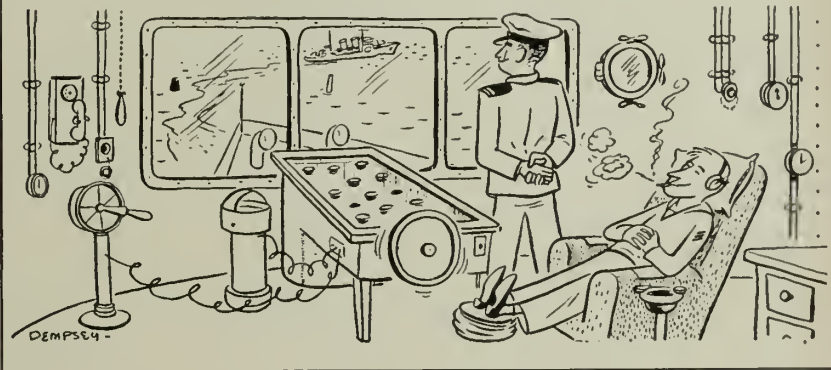
Latest of the helmsman's helpers is a new and different automatic pilot system being installed on board a Navy ship for evaluation purposes. Developed to BuShips' specifications by a commercial firm this new auto-pilot follows the course dialed into it with an average variation of less than one-half of one degree. This is close steering for even the best of Navy helmsmen.

One of the features of this system is an automatic compensator that neutralizes the effect of an unequal force working against one side of the vessel. On a twin-screw vessel, for instance, if the starboard screw went dead and the port screw continued going ahead, the vessel would ordinarily tend to go in a clock-wise circle. The automatic compensator kicks the rudder to the left, thus keeping the vessel

steady on its normal base course.

Other highlights include a weather adjustment which may be set to minimize rudder action in heavy seas, an *over-ride* which permits the helmsman to take the ship immediately from automatic control and place it under manual operation in an emergency, and an *automatic turn compensator* which keeps the ship from swinging past the desired compass heading when completing a turn. This turn compensator employs a rate generator, which—like a good helmsman—anticipates the approach to the new course.

Use of simple magnetic amplifiers to increase the power potential of this system may mean reduced maintenance requirements, since they replace more complicated and fragile vacuum tube amplifiers used in previous designs of autopilots. These magnetic amplifiers (actually transformers, rectifiers and saturable-reactors) instantly step up a small amount of power to a higher power level when it is needed.



already eligible for the campaign medal of this area for services performed prior to 8 May 1945.

(2) For occupation duty in the Asiatic-Pacific area for the period beginning on and after 2 Sept 1945. Services performed between 3 Sept 1945 and 2 March 1946 will not be credited toward individual eligibility unless the individual is already eligible for the campaign medal of the area for services performed prior to 2 Sept 1945.

Service in Korea and/or adjacent

waters since 27 June 1950 may not be credited toward eligibility for the Navy Occupation Service Medal. If you are serving or have served (during the occupation period) in Japan or waters adjacent to Japan in a *permanent status* you are eligible for the medal. Servicemen passing through Japanese waters as passengers are *not* eligible for the occupation medal.

• **China Service Medal:** Awarded for service during the operations in China subsequent to 2 Sept 1945

More on How to Tell Pier from Wharf from Dock

The illustrated article "How to Tell Pier from Wharf from Dock" (ALL HANDS, August 1951, pp. 12-13) brought comment from readers. Several letters indicated readers' pleasure in seeing these terms discussed.

One reader stated that certain naval publications he had read used these terms interchangeably. He was interested in knowing the authority for our definitions of the various terms used in the article, especially the use of the term "dock."

"How to Tell Pier from Wharf from Dock" was written in an effort to clear up some of the confusion surrounding these terms and others that are associated with them. Statements made by Navy authorities on the subject served as a guide for the article.

The head of the Department of Navigation and Seamanship at the Naval Academy, Captain F. D. McCorkely, USN, in the *Naval Institute Proceedings* (March 1951, pp. 320-321) makes the following statements on this subject:

"The interplay in the use of the words 'pier,' 'wharf' and 'dock' is startling. It is known for certain that these terms are frequently and incorrectly used by mariners and those who inhabit the coastal ports in all parts of the United States. Moreover, the misuse of these words appears frequently among other peoples, as well as those of the United States. This is all the more curious when it is appreciated that the following definitions appear to be pretty generally accepted by the more experienced seafarers irrespective of their nationality.

"(1) *Pier*. (a) A mole or jetty carried out to sea to serve as an embankment to protect from the open sea vessels moored or at anchor in an inner harbor.

"(b) A platform of timber or stone or other material on a support extending in a harbor or navigable stream where vessels may be moored alongside for loading or unloading.

"(2) *Wharf*. A wharf is a platform on a support alongside which there is sufficient depth of water for

a ship to moor for the purpose of loading and unloading. A wharf may be parallel with and continuous to the shore margin when it is more especially called a 'quay,' or it may project away from it with an opening underneath for a flow of water when it is distinctly called a 'pier.'

"(3) *Dock*. A dock is the water space between piers. It is the loading and discharge place of a vessel. There are a number of kinds of docks such as a dry dock, floating dock, or graving dock.

"An examination of the above definitions discloses that under certain circumstances the words 'pier' and 'wharf' are synonymous. However, the word 'pier' is more broadly defined to include 'the protective mole or jetty which surrounds a harbor area,' while an additional meaning for the word 'wharf' includes a platform arrangement parallel to and continuous to a shore line better known as a 'quay.'

"It is not understood how 'This ship will dock at Pier 10' is a correct statement in the most accurate sense. It probably means 'This ship will moor at Pier 10,' or that 'This ship will go in dock at Pier 10,' meaning in the water space adjacent to Pier 10. Likewise, 'I want to go down to the wharves, to Pier 10, where the ship is docked' could be more vividly and accurately expressed by stating 'I want to go down to the waterfront, to Pier 10, where the ship is moored.'

"The above definitions . . . are supported . . . by two other sources: *The Century Dictionary* (published about 1914) and Gershom Bradford's *A Glossary of Sea Terms* (1927)."

The above definitions of the terms were substantiated by Rear Admiral A. D. Alexis, CEC USN, who summarized and outlined the terms as used by the civil engineering profession, in an article which appeared in the September 1951 issue of the *Naval Institute Proceedings* (page 993). It gives precise definitions of *wharves*, *piers*, *wet docks* and *dry docks* which coincide with the explanations given in the ALL HANDS article.

and until a terminal date to be designated. Service performed between 3 Sept 1945 and 2 March 1946 shall not be credited toward eligibility for the China Service Medal unless the individual is already eligible for the medal for this area for service performed prior to 2 Sept 1945. Persons in a passenger status, or as observers, visitors, couriers, escorts, inspectors, or other similar status not permanently attached to an eligible unit are not qualified for this award. Persons awarded the China Service Medal for service prior to World War II shall wear a bronze star in lieu of a second award on the suspension ribbon of the medal and on the service ribbon.

Decorations, Medals, Ribbons, and Badges of the U.S. Navy, Marine Corps and Coast Guard (NavPers 15790, revised) contains a list of ships and units eligible for campaign areas, occupation services, engagements, devices and other awards. This book, however, does not yet list the names of ships and units receiving awards or medals for service during the Korean conflict but will be revised from time to time to include this information regarding ships and units eligible to receive such awards.

672 Are Promoted to LCDR; 1,428 on Selection List

Promotion of 672 line and staff, men and women officers of the Regular Navy and Naval Reserve on active duty to the grade of lieutenant commander has been approved.

Effective date of the temporary appointment of these officers was 1 Jan 1952. These officers previously had been recommended for promotion by a selection board.

In addition to these officers, 1,428 other officers were selected for promotion to lieutenant commander, their temporary appointments to be authorized at dates subsequent to 1 Jan 1952.

Announcement of these selections and appointments was made in BuPers Circ. Ltr. 222-51 (NDB, 31 Dec 1951). This letter also listed the names of 33 women officers of the Regular Navy who were selected for permanent appointment to lieutenant commander and whose promotional procedures were to be announced at a date subsequent to 1 Jan 1952.

EMs Must Study Uniform Code of Military Justice For Advancement Exams

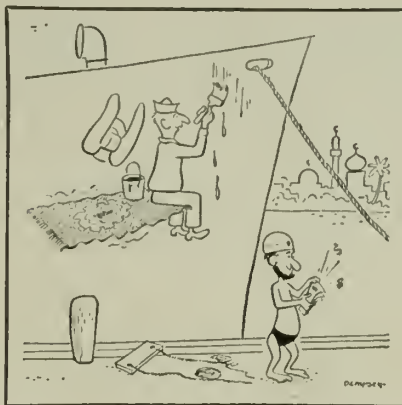
All enlisted personnel may now take the officers' correspondence course in *Uniform Code of Military Justice* (NavPers 10873). The course is an aid in preparing for the service-wide competitive advancement examinations.

Advancement examinations formerly contained questions on *Articles for the Government of the Navy* under *Military Requirements for all Enlisted Personnel in the Navy* (Subject .201 of "Manual of Qualifications for Advancement in Rating," NavPers 18068).

The new Uniform Code of Military Justice became effective 31 May 1951, and examinations are now based upon the new code.

In addition to the military requirements examination for all non-rated and rated personnel listed under Subject .201, the *professional* exam subjects for yeomen and other ratings (including personnel men, journalists, shore patrolmen, boatswain's mates and others, as specified in the *Manual of Qualifications for Advancement in Rating*), will include certain questions on those articles of UCMJ which are especially applicable to enlisted personnel.

BuPers Circ. Ltr. 210-51 (NDB,



15 Dec 1951) provides the authority for all active and inactive EMs to study the officers' correspondence course on UCMJ. Applications for enrollment may be made on Form NavPers 922. The course is designed for home or off-duty study and is not to be used for group study. The commanding officer's endorsement on applications for this course need not certify that the applicant is a potential officer candidate as required by *BuPers Manual*, Chapter 5, Sec. H-5402 (1), for officers' correspondence courses.

Personnel interested in preparing for the Military Justice portion of the service-wide exams may study the code in sources other than the officer's correspondence course. The several articles of UCMJ which are applicable to enlisted personnel (as required by Art. 137, UCMJ) may be studied through any one of the following publications which are available in all ships and shore activities:

- *Navy Regulations*, pages 1 to 20-L, inclusive.
- Extracts from the UCMJ, NavPers 10873.

• *Manual for Courts - Martial, United States*, 1951, Appendix 2, p. 411.

• JAG letter of 13 June 1950 to All Ships and Stations (NDB, January-June 1950, p. 139).

Application forms for the correspondence course are available from naval district commandants for inactive personnel and from the information and education Officer for active personnel. Inactive EMs must send their applications via their naval district commandants. Active EMs will forward applications via their COs.

Moral Standards Program Will Feature Recreation, Education and Religion

A four-point program for the protection and further development of moral standards in the Navy and Marine Corps is now under way.

Commanding officers are expected to take the lead in the strengthening of the moral, spiritual and religious lives of officers and enlisted personnel of both services.

The program provides that COs should

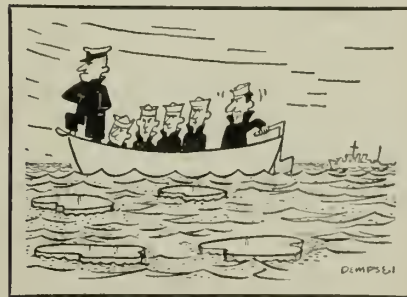
- Ensure that all personnel are reached by group instruction and by personal interview on all matters that promote the realization and development of moral, spiritual and religious values consistent with the religious beliefs of the individuals concerned.

- Take a personal interest in the off-duty activities of personnel and ensure the availability of a well-rounded program of religious, educational and recreational activities.

- Ensure that the type of entertainment presented, the contents of publications sold or circulated—including ship, station and post newspapers—and the activities of officers' and enlisted men's clubs conform to established moral standards.

- Cooperate with agencies—civilian and military—which may contribute to the moral and social well-being of personnel.

In this program, subordinate officers will assist COs in carrying out the objectives. The chaplain is one of the key officers in such a program. Other officers whose duties make their contribution to the program important are the special services, medical, information and education, legal and public information officers and provost marshals.



"...dramatics, always dramatics..."

Cruiser Hits Bullseye At Range of 13 Miles

A record of some sort for long-range, one-shot bullseyes was set by *uss Rochester* (CA 124), covering the Red-held Kyongsong area of northeast Korea.

At a range of 13 miles she laid in a single projectile from one of her 8-inch rifles which wiped out a Red gun emplacement. Air spotters, describing this feat as "uncanny", stated that it smashed an inland ridge position and destroyed 40 North Korean troops.

Perhaps it was the warming-up *Rochester* received that day that accounted for her accuracy. Working 'round-the-clock against enemy shore positions on that same day she tallied her 6,000th round against North Korean forces.

Roundup Tells Naval Personnel Just Who Pays Income Tax on What Items

With income tax deadline day—15 March—not far off, ALL HANDS presents a brief roundup on who should pay what to the Bureau of Internal Revenue.

Income earned by members of the armed forces is generally subject to income tax. In some cases, the tax will be withheld for Navymen by the Navy. In other cases, it is up to the individual to list a specific item as income and pay the proper tax.

The following items of Navy income are subject to withholding tax:

- Basic pay—including base pay plus “longevity” (periodic pay increases).

- Sea pay, foreign service, flight, submarine, diving, and other hazardous duty pay, including \$100 per month to doctors and dentists.

- Retired pay, generally, if retired for other than physical disability. (See exclusions.)

Items of income which are subject to income tax but on which no tax is automatically withheld at source are as follows:

- Pay for accrued leave on separation. (But not the amount representing quarters or subsistence.)

- Reenlistment bonus.

- Battle efficiency prizes.

- Credit for back pay.

- Lump sum payment made to former naval aviation cadets.

- Travel allowance for mileage. (Servicemen should deduct actual expenses and pay income tax on remainder, if any.)

- Interest earned on savings accounts deposits.

- In the case of a commissioned officer above the rank of chief warrant officer, the excess of \$200 per month while entitled to a “combat zone” exclusion.

Exclusions are made of the following items of income (that is, the income listed below is not subject to tax and should not be reported on the tax form):

- Certain allowances—including subsistence, quarters, rental and family allowances contributed by the

government, per diem allowance in lieu of subsistence.

- Retired pay computed on basis of physical disability. However, if an individual retired for a physical disability resulting from active service elects to receive retired pay computed on basis of longevity, he must pay income tax on that amount of his retirement pay which exceeds the amount computed on the basis of his physical disability. In other words, if—for example—his disability retirement pay is \$150 monthly, computed on basis of longevity, and if his retirement pay would be \$50 computed on the basis of his physical disability, the \$50 would be tax-exempt but he would have to pay income tax on the remaining \$100.

- Mustering out pay of enlisted personnel.

- Uniform gratuity or allowance paid to officers, nurses or enlisted personnel.

- Veterans’ pensions received from the United States by a veteran or by his family. Pensions paid by a state for services are subject to federal income tax.

- Insurance dividends, including special dividends received from NSLI and USGLI insurance as well as dividends from commercial life insurance policies.

- Benefits received under the G.I. Bill—including unemployment compensation, disability pensions and compensation, educational benefits, vocational rehabilitation, on-the-job training, etc.

- State bonuses for services to the Federal Government.

- Amounts received under life insurance policies in case of death of the insured, paid either by the government or private companies.

- Soldier’s Bonus — paid under World War Adjusted Compensation Act.

- Social Security benefits—including amounts received from the federal or state governments under the Federal Social Security program.

- Proceeds from surrendered government insurance policies.

- Proceeds and dividends from government endowment insurance policies.

In addition, all income from serv-

HOW DID IT START

Scuttlebutt

“Scuttlebutt,” the sailor’s word for unauthenticated rumor, combines the term “scuttle butt,” the name for the casks of drinking water carried in old-time vessels, and around which the crew would gather to exchange views and gossip while awaiting their turn at the fresh water.

Strictly speaking, to “scuttle” means to make an opening below decks to permit the inflow of water, causing a ship to sink. A “butt” is a cask or hogshead. Thus, a “scuttle butt” is a cask with a hole in it of some sort.

In addition to the large oaken casks, filled before setting forth on a voyage, some vessels were equipped with smaller butts for convenient distribution about the crew’s quarters. These could be filled through scuttles from the larger casks and often had spigots driven into another scuttle or hole in the lower side.

Somewhat more elaborate than the butts of early sailing days, was that of USS *United States*, described in an account of 1843 as follows: “The scuttle butt is a goodly, round, painted cask, standing on end, and with its upper head removed showing a narrow circular shelf within where rest a number of tin cups for the accommo-



dation of the drinkers. Central within the scuttle butt itself stands an iron pump, which, connected with the immense water tanks in the hold, furnished an unending supply of the much admired Pale Ale. . . .”

In sharp contrast to the old “butts” are the shiny electric drinking fountains found on today’s ships, but these modern bubblers, in Navy lingo, still are referred to as scuttle butts. Unsubstantiated rumor, gossip or speculation remains pure scuttlebutt.

ice pay earned by enlisted personnel and warrant officers for each month's service (or part of a month's service) while in a *combat zone* between 24 June 1950 and 1 Jan 1954 is exempt from income tax. Similarly, commissioned officers—in pay grade O-1 and above—may exclude up to \$200 of their monthly income from service pay for each month (or part of a month) in a combat zone.

Income earned during periods of *hospitalization resulting from wounds, disease or injury incurred while serving in a combat zone* is also exempt from income tax. This provision is retroactive to 24 June 1950.

Personnel who have paid tax on such income for 1950—and it is estimated that thousands of servicemen have—may apply for cash refunds by amending their returns, attaching "hospitalization" certificates, deducting their excludable pay and filing a Form 843. When they file their income tax returns for 1951, they must include a certificate from the unit personnel officer, showing the period of hospitalization prior to 1 Nov 1951 and the amount of pay earned during that time. Certificates must be obtained individually by the servicemen.

Navy men who may be in line for refunds on 1950 income taxes are advised to consult local Internal Revenue collectors or the Bureau of Supplies and Accounts, Code OB-1, Navy Department, Washington 25, D. C.

Additional information on income tax may be found in *Alnav 108-51*, (NDB, 31 Oct 1951) and in *ALL HANDS*, October 1951, p. 14, and December 1951, p. 7; also, in the Bureau of Supplies and Accounts Federal Income Tax Information pamphlet, dated 18 Dec 1951.

Transfer Deadline Extended For USNR Dental Officers

Deadline date for Reserve dental officers to apply for appointment in the Dental Corps, usn, has been extended. Requests for consideration should now be received in the Bureau of Naval Personnel prior to 1 May 1952. Previous deadline date was 15 Oct 1951. BuPers Circ. Ltr. 214-51 (NDB, 31 Dec 1951) contains this information.

WHAT'S IN A NAME

Skin of a Ship

Reference to the outer planking or plating of a vessel as the "skin of the ship" is believed to have come down from ancient days when the earliest types of boats were crude skin or bark-covered canoes used by primitive tribes.

The *koyak*, employed extensively even today by the North American Eskimo is a survival and excellent example of the skin canoe of centuries ago. Such craft consist simply of a light wooden framework over which animal skins, sinewed together, have been stretched when green and allowed to dry to form a very taut covering. Such "shells" are kept watertight by frequent oiling. The more advanced types of primitive vessels had their framework covered with a "skin" of comparatively thin wooden planks. In today's modern iron and steel ships the outside plating forming the sides and bottom of the vessel is consequently called the ship's skin.

The fold or line formed by sewing to-



gether the pieces of skin which covered the primitive boats was called a *seam*, another term retained in modern ship construction nomenclature to designate those areas where planking or metal plating joins.

One-Package System Speeds Correspondence Courses

A new system to insure fast and up-to-date service for all new Supply Courses has been started at the Naval Correspondence Course Center, Brooklyn, N.Y.

One-package mailing—to include both the course book and the manual required as a textbook—will cut down the time lag for enrollees. Formerly, a supply course would be mailed out from the Center and the BuSanda Manual, needed as a text, sent from Washington.

Manuals are now corrected at the center so that they are as accurate and complete as possible. In addition, a new-type course book provides for easy and prompt replacement of pages when corrections or changes are made. Thus the enrollee need no longer correct his own course book or manual and the "errata sheet" is all but eliminated.

Two new courses — *Accounting*, NavPers 10984, and *Disbursing*, NavPers 10976—are now ready for distribution under the new system. They are available to all officers and CPOs, Regular or Reserve. Other petty officers, considered as potential officer candidates, can obtain the

courses upon the recommendation of their COs.

Another new course, *Cargo Handling*, NavPers 10973, which was designed for officers who are expected to coordinate this type of supply operation, is also available from the center.

USNR Boards Meet to Pick Captains and Commanders

During the second week of February selection boards will convene to recommend line and staff corps officers of the Naval Reserve for promotion to the grades of captain and commander. These boards will consider both officers on inactive duty and those who reported for active service, other than training, after 30 June 1951.

Eligible are those inactive officers who have met the established eligibility requirements of the Reserve program and those officers who reported for active military service with the Regular Navy for more than 30 days between 30 June 1951 and 1 Jan 1952. Also eligible are those who reported for active duty in the Naval Reserve program prior to 1 Jan 1952.

Enrollments Are Increased For the College Training Program for USN Officers

The Navy's College Training Program (Five Term) for USN officers has received new impetus. Enrollments, temporarily suspended in 1950, and resumed shortly thereafter, are currently being increased.

In addition to the Five Term program for eligible officers, two additional academic years of college training are provided for those officers commissioned from flight-midshipman status under the Naval Aviation College Program (NACP) who desire, and are selected for, retention in the Regular Navy.

Provisions for the Five Term program are as follows:

- Commissioned officers—ensigns through commander—who transferred to the Regular Navy after 1 Oct 1945 are eligible for college training if they have had not more than two years of college-level education. Such officers will be given an opportunity to receive an amount of college-level instruction which, when added to their previous education, will constitute a minimum of five semesters or the equivalent.

- Commissioned officers—ensigns through commander—who transferred to the Regular Navy between 27 Aug 1940 and 1 Oct 1945 are also eligible if they have had less than two years' college education. These officers will be allowed to receive an amount of college-level instruction which, when added to their previous education, will constitute a minimum of four semesters, or the equivalent.

Required courses—the minimum prerequisites for the General Line training—include:

- Mathematics through solid geometry and trigonometry.
- One-year course in college English.
- One-year course in college physics.

It is not necessary to request assignment to either the Five Term program or the NACP program. Eligible officers will receive orders to an appropriate college as soon as BuPers can determine their availability.

Eligible officers who desire to attend a particular college or university



Shenandoah

*Oh, Shenandoah, I love your daughter,
Away, my rolling river!
I'll take her 'cross yon rolling water.
Ah, hah! We're bound away,
'Cross the wide Missouri!*

*Oh, Shenandoah, I love your Nancy,
Oh, Shenandoah, she took my fancy.*

*Oh, Shenandoah, I long to hear you,
'Cross that wide and rolling river.*

*Oh, Shenandoah, I'll ne'er forget you,
Away, my rolling river!
Till the day I die, I'll love you ever.
Ah, hah! We're bound away,
'Cross the wide Missouri!*

—Old Sea Chantey.

should submit a list of preferences to the Chief of Naval Personnel (Attn: Pers-C1222) as soon as possible. BuPers must also have a record of all high school and college courses completed.

Enrollments in the two programs are scheduled on a year-round basis. Assignments to school will be made on the following basis:

- Naval aviators will be ordered to colleges which are within a reasonable distance of naval air stations so that they may maintain flight proficiency.

- Student officers will be ordered to a college or university in or near their home state whenever possible, or to the college preferred.

Information on the two programs has been consolidated in BuPers Circ. Ltr. 201-51 (NDB, 30 Nov 1951).

Lower Cost Reduces Prices On Clothing, Footwear and Other Small Stores Items

The Navy's first adjustment to lower price-levels for clothing and footwear sold through small stores since prices were raised 1 March 1951, became effective 1 Jan 1952. The new lower price level gives the Navyman considerable savings over the 1951 price level—approximately a 20 per cent reduction.

Reduced prices to the Navy of materials recently purchased and an indicated future downward market-trend in textiles and footwear has made the lower-price adjustments possible, according to the BuSanda announcement.

The biggest price changes were made for peacoats and blankets. The overcoat formerly sold for \$39.63. The new price is \$32. Blankets are down to \$12.50 from \$20. Low-cut black shoes, down to \$6.50 from \$8.50. Here are some of the new prices on important items:

	WAS	NOW
White jumpers	\$ 2.55	\$ 2.15
White trousers	2.90	2.60
Blue jumpers, dress	16.50	12.50
Blue jumpers, undress	11.65	7.10
Blue trousers	15.00	12.20
Khaki shirts	2.90	2.25
Khaki trousers	3.75	3.60
Dungaree shirts	1.35	1.10
Dungaree trousers	2.00	1.75
Shoes, brown low-cut	8.50	6.50
Shoes, high	7.50	6.25
Undershirts, cotton	.60	.45
Drawers, cotton	.60	.45
Socks, all colors, pair	.35	.30
Dungaree jackets	2.00	1.70
Hats, white	.90	.80
Cooks' aprons	1.20	1.00
Stewards' jackets	3.15	2.70
Pillows	1.20	.80

Studies by the Navy's Clothing Supply Office of the use of blends of synthetic fibers with wool fibers for clothing fabrics are expected to bring about further reductions in costs and conservation of the more expensive wool.

As further reductions in production costs are effected, lower prices will be passed on to Navy personnel in accordance with the price-adjustment policy.

A complete price list may be obtained from your ship's or station's small stores office.

Eligibility for Release and Drill Pay Status of Enlisted USNRs Clarified

The basis for determining the drill pay status of certain enlisted Naval Reservists—and the date of their eligibility for release from active duty—is clarified in BuPers Circ. Ltr. 223-51 (NDB, 31 Dec 1951).

This directive does not affect personnel who were never members of, or were never associated with, an organized unit and who consequently were never in a drill pay status. The length of obligated active service of a Reservist is determined by his status as a veteran, and his drill pay status at the time he received his orders to active duty. (See ALL HANDS, Dec 1951, p. 41.)

A Naval Reservist in Class 01 or 02, or in Class V1 or V2 who was eligible to receive drill pay at the time he was ordered to active duty (according to entry in service record), is considered to have been in a drill pay status for the purpose of determining the date of eligibility for separation from active duty.

Individual service records of personnel in either Class V1 or Class V2 must be carefully screened to determine drill pay status. It is possible for Reservists in these classes to be in either a drill pay or a non-drill pay status. Cases where positive evidence is established that the Reservist should have been transferred to a non-drill pay status in Class V1, V2 or V6, prior to being ordered to active duty, but because of an adminis-

Triple Play by Irish Scores for U.S. Pilot

A triple play by the U. S. operating off the Korean peninsula caught the fancy of a communications man on the carrier Task Force 77 flagship, *uss Essex* (CV 9), when he sent this message:

"O'Malley to McGinty to O'Bannon."

The message meant that Lieutenant Francis J. O'Malley, *usn*, of Air Group 5 in *Essex*, who was shot down at sea, was picked up by *uss McGinty* (DE 365) and transferred to *uss O'Bannon* (DDE 450) for return to his home carrier.

trative error was not so transferred, should be referred to the Chief of Naval Personnel (Attn Pers-E3).

Examples of "positive evidence" of transfer from a drill pay status to a non-drill pay status are as follows:

- Entries on the drill attendance page indicate that the Reserve member *did not attend so much as one drill* subsequent to 1 Apr 1950. The absence of a drill attendance page, or the lack of an entry on the drill attendance page, shall not in themselves constitute positive evidence of non-attendance at drills. Such cases shall be referred to the Chief of Naval Personnel, via the commanding officer of the organized unit to which the Reserve member was attached at the time of receipt of orders to active duty, for verification of drill attendance.

- A letter from the Reserve member, enclosed in his service record, dated prior to 25 June 1950, requesting transfer to a non-drill pay status.

- An official letter in the service record, or in the possession of the Reserve member, informing him that if he did not resume drill attendance he would be transferred to a non-drill pay status, and his service record indicates that he did not thereafter resume drill attendance. (This is not applicable if the letter involves non-attendance of drills subsequent to 25 June 1950.)

- Entry on page 9 or 13 of the service record indicating the Reserve member return his uniform clothing in before such a transfer.

Motion Pictures Available To Ships, Overseas Bases Listed for Distribution

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Brooklyn 1, N. Y., is published for the convenience of ships and overseas bases. Program number follows the title of each picture. Technicolor films are designated by (T). Distribution of the following films began in December.

ALL HANDS will carry new listings from time to time of motion pictures obtainable from the Navy Motion Picture Exchange.

Mister Drake's Duck (779): Comedy; Douglas Fairbanks, Jr., Yolanda Donlan.

Lady from Texas (780): Comedy; Howard Duff, Mona Freeman.

My Favorite Spy (781): Comedy; Bob Hope, Hedy Lamarr.

Let's Make It Legal (782): Comedy; Claudette Colbert, MacDonald Carey.

Odette (783): War Drama; Ann Neagle, Trevor Howard.

F.B.I. Girl (784): Drama; Cesar Romero, George Brent.

Cave of the Outlaws (785): Western; MacDonald Carey, Alexis Smith.

Roadblock (786): Crime Melodrama; Charles McGraw, Joan Dixon.

The Raging Tide (787): Melodrama; Shelley Winters, Richard Conte.

Thunder on the Hill (788): Melodrama; Claudette Colbert, Ann Blyth.

Love is Better than Ever (789): Comedy; Liz Taylor, Larry Parks.

Too Young to Kiss (790): Comedy; Van Johnson, June Allyson.

Detective Story (791): Drama; Kirk Douglas, Eleanor Parker.

The Blue Veil (792): Drama; Jane Wyman, Richard Carlson.

The Lady Says No (793): Comedy; David Niven, Joan Caulfield.

Flying Leathernecks (794) (T): Drama; John Wayne, Robert Ryan.

Son of Dr. Jekyll (795): Drama; Louis Hayward, Alexander Knox.

An American in Paris (796) (T): Musical; Gene Kelly, Leslie Caron.

Silver City (797) (T): Western; Yvonne DeCarlo, Edmond O'Brien.

Bright Victory (798): Drama; Arthur Kennedy, Peggy Dow.

The Tanks Are Coming (799): Drama; Steve Cochran, Marie Aldon.

The Unknown Man (800): Melodrama; Walter Pidgeon, Ann Harding.

Hotel Sahara (801): Comedy; Yvonne DeCarlo, Peter Ustinov.

The Sea Hornet (802): Melodrama; Rod Cameron, Adrian Booth.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 5

1. (b) Switching the launch from the port to the starboard crane.
2. (b) Double hooking.
3. (a) Reeving-line bend.
4. (c) For bending two lines together when the lines must run around a capstan or winch drum, or reeve around any turn where a bulky knot would get fouled. Also used as a method of connecting two hawsers in such a way that they will reeve through an opening, offering as little obstruction as possible.
5. (b) Horizontal type air plotting board.
6. (b) Sonarman.



Strange Language, Mixture of Many, Used in Korea

Lack of interpreters for Americans and their Korean allies has led to the development of a strange pidgin jargon which reveals a combination of the more easily understood words of three languages—English, Korean and Japanese—plus the unmistakable flavor of American slang.

The Korean language, although less complex, grammar-wise, than American-style English, is filled with strange-sounding hissing and grunting noises that are meaningless to most Americans. The alphabet consists of 25 letters—11 vowels and 14 consonants. It was developed from older oriental alphabets about 500 years ago by the Korean king Sei-Ching.

Unlike the Chinese language, which has thousands of ideographic characters, the Korean alphabet is versatile and adaptable to forming words. The written language, however, is read from top to bottom, right to left—a custom which adds to the general confusion.

It is the Korean habit to say "I greet you for the first time," while an American utters a quick "hello." Koreans are now saying "hello."

Since many Koreans understand Japanese and a number of our marines and soldiers also know some Japanese, quite a few words

from this language have been used to aid mutual understanding.

For example, the Japanese word "ichiban," meaning topmost or foremost, is now part of the front-line jargon in Korea, ranking with "Number One"—a term Koreans use when trying to wheedle something from an American, or merely for flattery.

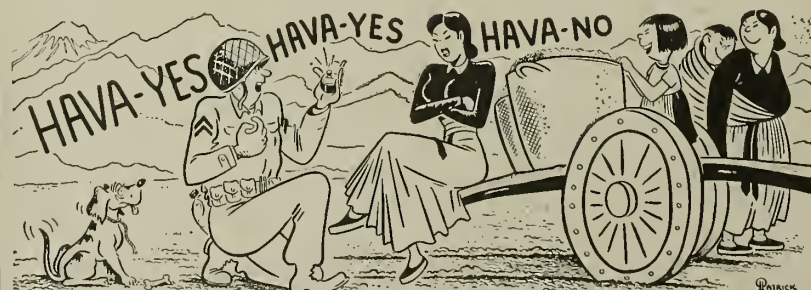
The Japanese words "toksan" and "shoshi," meaning big or many and little or few, respectively, are being used universally in Korea. A "shoshi sergeant" is a short non-commissioned officer.

Other evidence of the Japanese language influence crops up in terms such as "boy-san"—meaning "waiter"—and "poppa-san" or "momma-san," which apply to men and women obviously past middle age.

Americans and Koreans are no longer saying merely "yes" and "no" at the front. "Hava-yes" and "hava-no" have become the vogue, instead.

Koreans refer to themselves as "Han-gooks." They call Americans "Me-gooks."

Three Korean words seem to have survived the unofficial merger of languages unscathed: "Idiwa," which means "come here"; "Kara," which means "go away"; and "Chotah," meaning "Okay" or "all right."



DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters not as a basis for action. Personnel interested in specific directives should consult Alnavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands. NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 125-51—Modified BuPers Circ. Ltr. 152-51 so as to permit increased numbers of personnel to compete for appointment to cadetship in the U.S. Coast Guard. Personnel assigned to units in the following additional areas where examinations will be given are eligible: Sangley Point, Philippine Islands; Argentina, Newfoundland; Tokyo, Japan; Antwerp, Belgium; Bremerhaven, Germany; London, England; Naples, Italy; Piraeus, Greece; Trieste, Italy.

No. 126-51—Authorized the early separation of usn and usnr personnel who would normally be eligible for separation between 20 Dec 1951 and 6 Jan 1952.

No. 127-51—Cancels Alnav 100-51 (NDB, 30 Sept 1951) and now authorizes boneless beef in general messes within continental limits in those cases where carcass beef is not available.

No. 128-51—Christmas message to the armed forces from the President.

No. 129-51—Christmas message to Navy and Marine Corps personnel from the Secretary of the Navy.

No. 130-51—Christmas message for the armed forces from the Joint Chiefs of Staff.

No. 131-51—Announces changes to clothing regulations effective 1 Jan 1952, and specifies initial clothing monetary allowances for enlisted personnel.

No. 1-52—Provides voting information for service personnel from state of Louisiana, where early elections are being held.

NavActs

No. 10-51—Authorized the cash sale of meals to immediate families of enlisted personnel in general messes during Christmas and New Years holidays.

BuPers Circular Letters

No. 208-51—Names the following

units as having been awarded the Navy Unit Commendation for certain World War II actions: Patrol Bombing Squadron 18, Patrol Squadron 42, Patrol Squadron 43, Patrol Squadron 91, and announces award of NUC to Underwater Demolition Team One for action in Korean conflict.

No. 209-51—Names the First Marine Division, Reinforced, as having been awarded the Presidential Unit Citation for action in Korean conflict.

No. 210-51—Pertains to the inclusion of the Uniform Code of Military Justice among examination subjects for advancement of certain enlisted personnel, and covers the manuals and correspondence course which may be studied to prepare for the examinations.

No. 211-51—Orders discontinuance of the wearing of unauthorized uniforms by personnel performing sentry or guard duty, and lists the most common unauthorized types currently being worn.

No. 212-51—Announces openings for enlisted instructors in special training units at recruit training commands.

No. 213-51—Pertains to changes in submarine qualifications for Organized Submarine Reserve officers and

enlisted men ordered to active duty.

No. 214-51—Modifies BuPers Circ. Ltr. 135-51 on applications for appointment of Reserve dental officers in the Regular Navy.

No. 215-51—Announces convening of selection boards to recommend Reserve line and staff officers to temporary grade of captain and commander, and specifies eligibility requirements.

No. 216-51—Modifies current instructions, specifically concerning the entry of qualifications, in the *Report of Separation from the Armed Forces of the United States* (Form DD-214).

No. 217-51—Revises BuPers Circ. Ltr. 8-51 (NDB, 31 Jan 1951) to conform with changed eligibility requirements (calling for attainment of GCT score of not less than 29) in the enlistment in the Regular Navy of USNR personnel serving on active duty.

No. 218-51—Announces availability of revised pages of *Court Memorandum* (NavPers 601/Nav. S.&A. 516—Rev. 6-51) and *Supplementary Court Memorandum* (NavPers 601A/Nav. S.&A. 516A—Rev. 6-51).

No. 219-51—Emphasizes the need for shipboard training of junior line officers and calls for accelerated on-board officer-training programs to insure that the large numbers of newly-commissioned officers (from USNA, NROTC, ROC and OCS programs) and presently inactive USNR officers who will be ordered to active duty will be prepared as rapidly as possible for their responsibilities in ships.

No. 220-51—Pertains to rental charges to civilians quartered in Commissioned Officers' Messes Closed.

No. 221-51—Refers to training program for officers.

No. 222-51—Lists the names of officers of the Navy and Naval Reserve on active duty promoted to temporary grade of lieutenant commander, and includes additional lists of officers selected whose promotion will be authorized at a date to be announced.

No. 223-51—Clarifies instructions for determining drill pay status in the case of enlisted Reservists on active duty for the purpose of establishing date of eligibility for their release to inactive status.

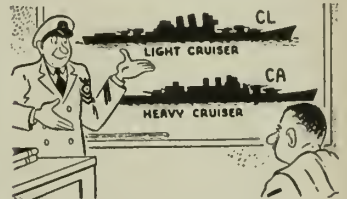
Naval action reports both during World War II and the Korean conflict speak again and again of the Navy's fighting cruisers. Considered by many to be among the world's most beautiful



ships, they are as deadly as they are beautiful. The cruiser is a fighting man's ship. Currently there are almost 20 in active service and about 45 in mothballs.

★ ★ ★

For many years the Navy has divided its cruisers into two main categories: heavy and light. A relatively new type is the anti-aircraft cruiser—the CLAA. The main distinction between the "heavies" and "lights" lies in the



caliber of their main battery guns—not in their tonnage. In fact, two of the Navy's newest lights (Warcester and Raanoke—CLs 144 and 145) are actually heavier than all but three of the Navy's heavies. These are the three heavyweights of the Solem (CA 139) class.

★ ★ ★

All heavies mount 8-inch main batteries; all lights, 6-inch batteries. The CLAA's mount 5-inchers. The three Solem class heavy sisters displace 17,000 tons, have a length of 716.5 feet and a rated speed of 33



knots. Nine guns are in their main batteries and a dozen 5-inch, 38 caliber guns in their AA batteries. The two light sisters have a standard displacement of 14,700 tons, length of over 679 feet and kick up 32 knots with their 120,000-shaft horse power.

Priorities Established For V-12 or ASTP USNRs

USNR officers on inactive duty who participated in the V-12 or ASTP pre-medical or pre-dental training programs have now been placed in priorities one and two for purposes of being ordered into active military service.

- Priority one includes those officers who served on active duty for less than 90 days after they completed or were released from the program.

- Priority two includes those officers who served on active duty for more than 90 days but less than 24 months after they completed or were released from the program.

Such officers are, therefore, subject to being ordered to active military service, dependent upon the needs of the service.

DECORATIONS & CITATIONS



NAVY CROSS

First award:

★ **CHRISTENSEN, Thomas A., Jr., DN, USN** (posthumously): While serving as corpsman with a Marine Railroad Train Guard, attached to the First Amphibian Tractor Battalion, during operations against enemy forces in Korea on 6 Nov 1950, Christensen boldly exposed himself to intense enemy machine-gun grenade and small-arms fire to rescue the wounded and to administer first aid when the train was ambushed by a greatly outnumbering hostile guerrilla force. Despite severe wounds sustained while helping a stricken comrade, he continued his valiant efforts until he was mortally wounded by vicious hostile fire delivered at point-blank range.

★ **MERRICK, Richard C., CDR, USN** (posthumously): As Air Group Commander of Carrier Air Group 19, attached to USS *Princeton*, in action against enemy forces in Korea on 1 and 18 May 1951, Commander Merrick initiated a daring aerial torpedo attack in an attempt to destroy the gates of the Kwachon Reservoir Dam. In this initial attack, Commander Merrick defied intense antiaircraft fire to execute the first low-level torpedo run and score a direct hit on the target. By his exemplary leadership, he served to inspire other members of his flight in scoring five more hits, completely destroying two gates of the dam. On the morning of 18 May, he again led his flight on a bombing mission to relieve hostile pressure on a battalion in danger of being surrounded near Chongpyong-ni. Despite heavy antiaircraft fire, he spearheaded a series of crushing low-altitude napalm bombing attacks, ultimately forcing the enemy to retire from the area. Determined to accomplish his task, he sacrificed his life when his plane was shot down by antiaircraft fire.

★ **PAGE, John U. D., LtCol, USA** (posthumously): On 10 Dec 1950, near Sudon-ni Korea, when numerically superior enemy forces ambushed a Marine regimental convoy with which he was traveling, Lieutenant Colonel Page repeatedly exposed himself to intense hostile machine-gun, mortar and small-arms fire to move forward in an effort to organize friendly elements and reduce the roadblock. Realizing the extreme danger to the stationary convoy while under the fire of enemy forces commanding high

ground, he fought his way to the head of the column accompanied by a Marine private. Undaunted by point-blank machine-gun fire, he continued directly into the hostile strong-point, taking 30 of the enemy by surprise. With the Marine private wounded, Lieutenant Colonel Page ordered him to withdraw and provided him with covering fire, continuing to engage the enemy single-handedly and killing 12 of them before he himself was mortally wounded.

★ **THORNTON, John Wm., LTJG, USNR** (missing-in-action): As pilot of a helicopter, attached to Helicopter Unit Two, Task Group 95, in action against enemy forces near Wonsan, Korea, 31 Mar 1951, Lieutenant (jg) Thornton volunteered for the dangerous mission of rescuing a key intelligence unit trapped on a high ridge behind enemy lines. First to arrive at the scene, he attempted a landing on a small clearing atop the ridge. Although his craft was wrecked during this operation, he quickly extricated himself and prepared to direct other helicopters as they arrived to rescue the marooned unit. Undaunted by small-arms fire from fast converging hostile forces, he refused to be evacuated and continued to direct the hovering helicopters as they hoisted three men into their aircraft and departed. After requesting one of the rescue pilots to return with guns and ammunition, he was last seen firing his rifle at the enemy.

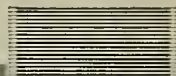


DISTINGUISHED SERVICE MEDAL

First award:

★ **OFSTIE, Ralph A., RADM, USN**: As commanding officer of Task Force 77, consisting of carriers, support and screening vessels, during action against enemy forces in the Korean area from December 1950 through April 1951, Rear Admiral Ofstie exercised meticulous care and foresight in developing new techniques of aerial warfare to meet the unique needs of the Korean campaign. He expertly directed his command in carrying out successful naval air attacks on hostile supply centers, railway and highway bridges, transportation junctions and staging points, thus paralyzing enemy traffic moving toward the front lines from Northeastern Korea. During the withdrawal of our forces from the Hamhung

area in December 1950, he directed air squadrons in providing close air support for the operation. Under his leadership, jet fighters from his flagship were carrier-launched with bomb loads for the first time in U.S. naval aviation history, adding a new weapon to the offensive arsenal of the task force.



LEGION OF MERIT

Gold star in lieu of second award:

★ **CLARK, Eugene F., LT, USN**: Member of a special operations group, attached to G-2, General Headquarters, Far East Command, in connection with operations against enemy forces in North Korea on the nights of 13-14 Mar 1951.

First award:

★ **BYRD, David L., LCDR, USN**: Assistant operations officer for ships on the staff of Commander Task Force 77, operating in the Yellow Sea and Sea of Japan against enemy forces in the Korean area from 24 Aug to 25 Dec 1950.

★ **FORTIN, George V., QMC, USN**: Quartermaster on the staff of Commander Mine Squadron Three during operations against enemy forces in Korea from 15 September to 19 Nov 1950.

★ **JULIAN, Scott M., Jr., LTJG, USN** (posthumously): Executive officer of USS *Partridge* during action against enemy forces off Yangyang, Korea, on 2 Feb 1951.

★ **NEALE, Edgar T., CAPT, USN**: CO of USS *Bataan* during operations against enemy forces in the Korean area from 20 Dec 1950, to 7 Apr 1951.

★ **RICE, Lester K., CAPT, USN**: CO of USS *Valley Forge* during operations against enemy forces in the Korean area from 29 June to 5 Oct 1950.

★ **SHIELDS, Ward T., CAPT, USN**: Executive officer of USS *Valley Forge* during operations against enemy forces in Korea from 25 June to 19 Nov 1950.

★ **SPOFFORD, Richard T., CAPT, USN**: Commander of Task Group of mine-sweepers in operations against enemy forces in the waters off Korea from August 1950, through February 1951.

★ **ZURMUEHLEN, Gerald D., CAPT, USN**: CO of the USS *Union* during amphibious training operations in Japan and amphibious operations against enemy forces in Korea on 18 July and 15 Sept 1950.



NAVY AND MARINE CORPS MEDAL

First award:

* **BERRY, Raymond B., SA, USN:** For assisting in the rescue of 13 survivors of an aircraft which had crashed into the seadrome of the U.S. Naval Station, Sangley Point, P.I., 14 June 1951.

* **BOWEN, James J., DC3, USN** (posthumously): For assisting in saving the lives of a number of fellow passengers in a motor launch which capsized while en route from the Fleet Landing at Newport, R.I., to a berth in Narragansett Bay, R.I., on 24 May 1951.

* **BULL, Joseph B., DCFN, USN:** For assisting in the rescue of a downed pilot in danger of drowning off the coast of Korea on 5 Dec 1950.

* **COCOZZA, Jesse R., MM2, USN** (posthumously): For saving the life of a shipmate in North Charleston, South Carolina, on the night of 4 Apr 1951.

* **GAY, Jesse B., Jr., CDR, USN:** CO of *uss Stickwell* rescued a sailor from drowning in the Sea of Japan off the coast of Korea on 5 Dec 1950.

* **HALL, Horace, W., BTC, USN:** For heroic conduct as a member of the trial crew from the Mare Island Group, Pacific Reserve Fleet, attached to the *USNS Benevolence*, following a collision with the *ss Mary Luckenbach* in a heavy fog off the coast of San Francisco, California, 25 Aug 1950.

* **HUBBARD, George T., IC2, USNR:** For attempting to save a shipmate from drowning after being washed overboard from *uss Chikaskia* into the waters of the Pacific Ocean east of Japan on 23 Jan 1951.

* **JACKSON, Wilfred R., CHRELE, USN:** For heroic conduct as a member of the trial crew from the Mare Island Group, Pacific Reserve Fleet, attached to *USNS Benevolence*, following a collision with the *ss Mary Luckenbach* in a heavy fog off the coast of San Francisco, California, 25 Aug 1950.

* **LITTLE, Howard G., SN, USN:** For assisting in the rescue of 13 survivors of an aircraft which had crashed into the seadrome of the U.S. Naval Station, Sangley Point, P.I., 14 June 1951.

* **MARTIN, Leo N., LTJG, USNR:** For assisting in the rescue of 13 survivors of an aircraft which had crashed into the seadrome of the U.S. Naval Station, Sangley Point, P.I., 14 June 1951.

* **PLOSS, Richard L., LT, USN:** For heroic conduct while serving as the damage control assistant attached to *uss Manchester* when a fire broke out in the after fireroom while underway from San Francisco to Pearl Harbor on 3 Aug 1950.

* **RHODES, Raymond D., ENFN, USN:**

For assisting in the rescue of 13 survivors of an aircraft which had crashed into the seadrome of the U.S. Naval Station, Sangley Point, P.I., 14 June 1951.

* **SMITH, Charles W., SA, USN:** For assisting in the rescue of 13 survivors of an aircraft which had crashed into the seadrome of the U.S. Naval Station, Sangley Point, P.I., 14 June 1951.

* **TODD, Chester B., AD3, USN:** Crew member of a helicopter attached to *uss Philippine Sea* while attempting to rescue a seaman from drowning in waters off the coast of Korea on 13 Dec 1950.

* **TULLY, Robert L., CDR, USN:** For assisting in the rescue of a downed aircrewman in danger of drowning off the east coast of Korea on 5 Dec 1950.



BRONZE STAR MEDAL

Gold star in lieu of second award:

* **MOTHERSILL, Philip W., Jr., CAPT, USN:** Second in command of Advance Attack Group during the amphibious assault against enemy forces at Inchon, Korea, on 15 Sept 1950.

* **MUNDORFF, George T., Jr., CAPT, USN:** Chief of Staff, Commander Seventh Fleet, during operations against enemy forces in Korea from 26 June to 18 Aug 1950.

* **NORVELL, William C., CAPT, USN:** Commander Destroyer Division 92 operating in support of naval forces during operations against enemy forces in the amphibious invasion of Wonsan, Korea, from 10 to 20 Oct 1950.

First award:

* **BURNS, Hoyt N., LTJG, USN:** Communications officer and air controller on board *uss Fletcher*, a unit of Task Force 77, during operations against enemy forces in the Korean theater from 27 June to 29 Oct 1950.

* **BUSTARD, Melvin E., Jr., LCDR, USN:** CO of *uss LSMR 401* during operations against enemy forces in the amphibious assault on Inchon, on 15 Sept 1950.

* **CHISHOLM, William K., CDR, USNR:** Assistant logistics and maintenance officer on the staff, Commander Amphibious Group One, during the planning and execution of amphibious operations against enemy forces at Pohang, Inchon, and Wonsan, Korea, from 1 July to 20 Nov 1950.

* **DANIELS, James W., GM3, USN:** Gunner's mate on board *uss LSMR 401* during the amphibious assault against Inchon, Korea, on 15 Sept 1950.

* **FISHER, George L., HM3, USN** (posthumously): Company corpsman, attached to a Marine Infantry Company, First Marine Division, Reinforced, Fleet

Marine Force, in action against enemy forces in Korea on 27 Nov 1950.

* **FLEMING, Joseph P., LTJG, USNR:** Boat officer, attached to *uss Mt. McKinley*, during operations against enemy forces in the amphibious assault on Inchon, Korea 16 Sept 1950.

* **JONES, Edward, Jr., HM, USN** (posthumously): Corpsman, attached to a Marine Infantry Battalion, First Marine Division, Reinforced, Fleet Marine Force, during operations against enemy forces in Korea on 27 and 28 Nov 1950.

* **LINANE, Joseph E., BM2, USN:** Coxswain of an *LCVP*, attached to *uss Comstock*, during operations against enemy forces in Korea on 2 Feb 1951.

* **LINDSAY, Harry M., Jr., CDR, USN:** Chief staff officer and operations and planning officer on the staff, Commander Transport Division 12, during the training of U.S. Eighth Army elements and during the planning and execution of amphibious operations against enemy forces in Korea, 18 July 1950, and the assault landing at Inchon, 16 to 27 Sept 1950.

* **MARSHALL, Harvey, H., ADC, USN:** Maintenance chief in Fighter Squadron 112, attached to *uss Philippine Sea*, during operations against enemy forces in Korea from 5 August to 29 Sept 1950.

* **MCCAIN, Charles E., GM1, USN:** Gunner's mate on board *uss LSMR 403* during the amphibious assault against enemy forces at Wolmi-do and Inchon, Korea, 15 Sept 1950.

* **MURPHY, James A., Jr., ADC, USN:** Leading maintenance chief petty officer, attached to Fighter Squadron 31, embarked on *uss Leyte*, during operations against enemy forces in the Korean theater from 8 October 1950 to 19 Jan 1951.

* **O'TOOLE, Daniel M., LTJG, USNR:** Company surgeon, attached to a Marine Medical Battalion, First Marine Division, Reinforced, Fleet Marine Force, during operations against enemy forces in Korea from 28 November to 12 Dec 1950.

* **SMALE, Gordon F., CDR, USN:** CO of Patrol Squadron 42 during operations against enemy forces in Korea from 12 Aug 1950, to 1 Apr 1951.

* **STEWART, Charles F., HM3, USN** (posthumously): Company corpsman, attached to a Marine Infantry Company, First Marine Division, Reinforced, Fleet Marine Force, during operations against enemy forces in Korea on 27 Nov 1950.

* **WING, Virgil N., CHMACH, USN:** For heroic achievement as salvage officer attached to *uss Bayfield* during the evacuation of the last company of the covering force of the seventh Regiment, Third Infantry Division, at Hungnam, Korea, on 24 Dec 1950.

* **WRIGHT, Henry P., Jr., CAPT, USN:** For meritorious achievement as CO of *uss Montague* in connection with operations against enemy forces in Korea from 11 Aug to 21 Sept 1950.

BOOKS:

VOLUMES FEATURE FICTION AND FACT

A GOOD CROP of fiction and non-fiction books is on its way to Navy libraries ashore and afloat, selected by the BuPers library staff. Following is a cross-section of some of the latest:

- *Thar She Blows!*, by Chester S. Howland; Wilfred Funk, Inc.

Whaling adventures and mutiny make up this volume of old sea stories, told by a man who has spent a lifetime collecting yarns, photographs, movies and records of all kinds about whaling in windjammers.

In *Thar She Blows!* you will read about the capture of the only all-white bull sperm whale ever caught (Moby Dick was a legend, you know). You will read of the 'only woman who ever shipped on board a whaleship, disguised as a man. A bloody mutiny fills one chapter. Another chapter includes the attack on *Sullivan* by South Sea head-hunters.

Virtually every page is action-packed. The yarns are told in a readable, straightforward manner. Many

are authenticated by excerpts from ships' logs and other data. If you like your salt mixed with a liberal amount of whales, this book is a good choice.

* * *

- *The Peculiar War*, by E. J. Kahn, Jr.; Random House.

This is a collection of observations and stories about the Korean conflict which originally appeared in the *New Yorker* magazine.

The interminable hills, the shabby, wasted areas, the dust and mud of Korea form the background of Kahn's version of the "war." He describes forward actions, the Battle of the Imjin, Seoul—a ghost town, bare and burned. He tells about Pusan—"the Oriental Dunkirk."

This is a combat man's view of the Korean conflict. There are no "big guns" sounded, no polishing of brass takes place. Instead, Kahn gives you the fighting from a foot-soldier's vantage point. If you like war stories, this book should please you.

* * *

- *The Dark Moment*, by Ann Bridge; Macmillan Company.

This tale of two feminine adventurers in Turkey—last month's Literary Guild selection—takes place during the revolution started by Mustafa Kemal Ataturk.

Accustomed to fancy living and the protection accorded the old, aristocratic society, Feride and Nilufer are forced to become pioneers of a sort. They must learn to cook, market and keep house—amid the roaring of Greek guns. In the course of the fighting, Nilufer lost both her husband and baby. Feride spent much of her time nursing the wounded soldiers. Both later joined Ataturk in his efforts to modernize Turkey.

Excitement aplenty is on tap for the reader of this book. Good, light reading but, a word to the wise: don't start it unless you have time to finish it at one sitting.

* * *

In addition to the books above, four perennials are due to reach ship and station libraries this month. Valuable for reference—or for just browsing—they are:

- *Jane's Fighting Ships*, 1952 edition.

- *Jane's All the World Aircraft*, 1952 edition.

- *World Almanac*, 1952 edition.
- *How To Make Good Pictures*, by Eastman Kodak Company, 29th edition.

- *The Best Humor Annual*, edited by Louis Untermeyer and Ralph E. Shikes.

Good Suggestion Results in Change in Manual

A chain of events was started when a chief warrant boatswain read the Navy training course, *Seaman* (NavPers 10120-A), and spotted what to him looked like an error. Careful study convinced him that he was correct. He then sat down to write a letter, via his commanding officer, to BuPers. The result was a return letter of thanks from the Navy to CHBOSN, John H. Makinen, USN, announcing a change in forthcoming editions of the manual. This is one of the ways the Navy maintains a high degree of accuracy in its training manuals and publications.

The illustrations and the text in the *Seaman* training manual indicate a method of belaying boat falls that makes use of a half hitch. This, in the chief warrant's own words, seemed to be "promoting poor seamanship in the recommendation of half hitching boat falls to a cleat."

Lines that are half hitched to cleats, he pointed out, frequently require cutting in order to cast off after a binding strain has been

placed on the hauling part.

Much preferred in belaying boat falls is the method specifying two round turns followed by a figure eight and succeeding round turns. During long shipboard observation and experience this method has never been seen to slip, bind or cause delay in lowering a boat, the chief warrant points out.

"Cleats," he continued, "were designed to furnish a simple method of making lines fast which would not require hitching, and which would be easy to cast loose or slack off. To half hitch to a cleat is to defeat the whole purpose of cleats."

Mr. Makinen's method, officials of the BuPers training division and at the seamanship department of the Naval Academy agreed, is the correct one. A letter of appreciation from the Chief of Naval Personnel then followed, citing his initiative in noting and preparing a correction for the *Seaman* training manual, and stating that his proposed corrections will be incorporated in forthcoming editions.

CONFEDERATE NAVAL ACADEMY



School Ship 'Patrick Henry': 1864-65

Life of the South's midshipmen during the Civil War, studying in the realistic surroundings of combat ships and opposing land forces of the Union and the Confederacy, is told by a former rebel midshipman, James Morris Morgan, in "Recollections of a Rebel Reefer."

The Confederacy's naval academy was a unique institution—a man-of-war anchored in the James River, which served not only as a school for midshipmen but also as a transfer vessel for prisoners of war and as an obstacle to block the channel in the event Union naval forces attempted to move up the river to Richmond, Va.

Life on board the South's school ship Patrick Henry during the latter part of the Civil War is described by James Morris Morgan, a young midshipman who had previously enrolled in the U.S. Navy to study at Annapolis.

Barely 15 years old when he took the midshipman examination at Annapolis, "Little Morgan" had been assigned in 1860 to the Federal school ship anchored in the Severn River, the historical frigate Constitution. Between the time he left this Union training vessel and boarded the Confederate's school ship Patrick Henry in 1864, the young midshipman saw a good deal of naval combat.

The rebel "reefer" (a slang term for midshipmen) first reported on the Confederate sloop-of-war McRae and sailed up the Mississippi and Ohio Rivers to combat Federal forces ashore and afloat. His ship participated in the battle of New Orleans against the fleet of Admiral Farragut. Then, on board the light draft steamer Herald he ran through the Union blockade to Bermuda and on to Europe, where Morgan joined the crew of Commodore

Matthew Maury on the Confederate cruiser Georgia, which captured many ships in Atlantic waters.

A seasoned sailor by 1864, Little Morgan took the examination for promotion to "passed midshipman," but as he had "not opened a school book" since leaving Annapolis, he failed to pass. He was sent to the Confederate naval academy to start where he had left off.

The following excerpts are taken from his book "Recollections of a Rebel Reefer," relating experiences on board the school ship and incidents in the lives of the Southern midshipmen, up to the time they completed their last assignment, that of escorting the wife of the Confederate President and half a million dollars from the Southern Treasury into safekeeping, just ahead of the invading forces of General Sherman.

I RECEIVED MY ORDERS. Instead of being sent to an ironclad I was ordered to report on board of the [Confederate] schoolship Patrick Henry.

The Patrick Henry was a small sidewheel seagoing steamer with a walking-beam engine and a brigantine rig. She had been converted into a man-of-war by having ten guns put on board of her and she had played quite a conspicuous part in the naval battles in Hampton Roads.

She had now become the most realistic war college

From *Recollections of a Rebel Reefer* by James M. Morgan. Copyright by Mrs. Daniel H. Wallace. Published by Houghton Mifflin Co. 1917.

CONFEDERATE NAVAL ACADEMY

that ever existed. She was anchored in front of Drewry's Bluff, Richmond's principal defense [against the Union Forces] on the James River, seven miles below the city.

The reason for her being located there was that the "school" was expected to sink itself in the channel between the obstructions in case the enemy's ironclads tried to force a passage by the land batteries.

One always associates a collegiate institution with peace and quiet, but this naval college was located in the midst of the booming guns. Below Drewry's Bluff, on the south side of the river, were the [Confederate] naval land batteries of Wood, Brooke, Semmes and Howlett, and on the other side of the river were the Federal batteries of Bohler, Signal Hill, Crow's Nest, and the Dutch Gap batteries.

When they all broke loose together the din they made was not conducive to that peaceful repose so prized by all students.

There were about 60 young midshipmen on the *Patrick Henry*, varying in age from 14 to 17. Their jackets were made out of very coarse gray cloth and the food they had to eat was, at first, revolting to me. The menu offered little variety. If it was not a tiny lump of fat pork, it was a shaving of fresh meat as tough as the hide which had once covered it, with a piece of hardtack and a tin cup of hot water colored by chicory or grains of burned corn. But no one kicked about the food, as it was as good if not better than that the poor soldiers in the trenches received.

The James River furnished a capital article of chills and fever—not malaria, but the good old-fashioned kind with the shivers which made the teeth chatter and burning fever to follow. On an average about one half of the midshipmen went through this disagreeable experience every other day. No one was allowed to go on the sick-list on account of chills and fever; one was, however, allowed to lie down on the bare deck while the chill was on, but had to return to duty as soon as the paroxysm was over.

Lieutenant William H. Parker, who had been a professor of seamanship at Annapolis, was the superintendent of this extraordinary naval academy, and he was assisted by two or three Navy lieutenants and a like number of civilian professors.

There were on the hurricane deck and between the paddleboxes two little recitation rooms, and on top of these rooms were posted signalmen who from daylight to dark wigwagged to, and received messages from, the batteries. The scenes in the recitation rooms were fre-

quently exciting and interesting. The guns on shore roared and the shells burst, and the professor would placidly give out the problem to the youngster at the blackboard, to be interrupted by the report of some gun which his practiced ear told him was a newcomer in the fray.

He would begin by saying: "If x - - y - - One moment, Mr. Blank. Would you kindly step outside and find out for me which battery it is that has opened with that Brooke gun?"

The information obtained, the recitation would be resumed, only to be again interrupted by a message from the captain that a certain battery was short of officers and a couple of midshipmen were wanted.

It was useless to call for volunteers, as every midshipman clamored for permission to go. So these details were given as rewards.

It was from among these midshipmen that the men came who steered the boats when the [Union] gunboat *Underwriter* was boarded and captured in the night, and it was in that fight that Midshipman Palmer Saunders had his head cloven to his shoulder by a cutlass in the hand of a big sailor. Saunders was only seventeen years of age.

It was in that same boarding expedition that Dan Lee, another midshipman from the *Patrick Henry*, called out to his would-be rescuer, when a sailor had him down and was trying to kill him, not to shoot, as the man on top of him was so *thin*! Lee and Saunders were of the same age.

The *Patrick Henry*, besides being a naval academy and stopgap for the river obstructions, also served as a receiving ship. Steamboats under flags of truce, carrying Northern prisoners to Harrison's Landing for exchange, had to stop alongside of her to get permits to continue their trips, and returning frequently discharged their human freight of Confederate prisoners on board the school ship while they went again down the river for more.

One day, while I was assisting the officer of the deck in receiving these poor, forlorn fellows, I was trying to hurry them forward so that they would not block the gangway. This was necessary, as with few exceptions they were so glad to be once more under their beloved Confederate flag that those who did not succeed in embracing the officer of the deck at least wanted to swap congratulations with the gray-coated midshipmen.

I was continually interrupting them by begging them not to block the gangway, but to pass forward, and that I would attend to their wants as soon as the rest could come aboard.

DREWRY'S BLUFF, a Southern strongpoint, was school's site. 'School' itself was later scuttled to block the channel.



Suddenly, the shabbiest, the raggedest and most unkempt of the lot, with his matted hair reaching to his shoulder and looking as though it had never known the caress of a comb, shambled across the gangplank, and in rather a peremptory manner demanded the name of my captain.

I replied with the usual advice, "Go forward, my man; go forward!"—when to my amazement the human wreck drew himself up and rather sternly said:

"Little Morgan, I will apply for you as soon as I get a command and I will then show you, sir, who goes forward!" The man was Commander Beverly Kennon, who had rammed and sunk the U.S. sloop-of-war *Varuna* when Farragut passed the forts below New Orleans. I thought I should faint when I became aware of his identity. Here was I, a poor devil of a midshipman, ordering forward a man who ranked me so far that I would hardly be able to see where he passed along!

It was not fair. Kennon [had been] last seen by his compatriots in the fight at the forts standing on the paddlebox of his ship while the *Hartford*, *Brooklyn*, and the frigate *Mississippi*, with their tremendous broadsides, were shoofing him ashore, when suddenly they blew him up, set fire to him, and sunk him almost simultaneously. By all the rules of the game he was a dead man, and had no right to come back and scare a poor innocent midshipman out of several years' growth. Several years afterward Kennon served in the Egyptian Army where he was a full colonel and I was again his junior. He seemed to take a delight in telling his brother officers how he had once been "ordered forward by a d——d midshipman!"

From the *Patrick Henry* we could see the constant movement of troops, both Union and Confederate, on the north side of the river, where they frequently clashed in skirmishes; but this sort of thing was so common that to break the monotony two of the midshipmen got permission to go ashore, and improved the time by fighting a duel with muskets.

One morning we saw our soldiers hastily constructing a pontoon bridge on the river a short distance above where we were anchored. We soon learned that the cause of their activity was that General Grant's troops had surprised and captured Fort Harrison during the night, and that Fort Harrison was the key to our advanced line of defenses on the north side of the stream.

The bridge was no sooner completed than Hoke's North Carolina division were rushed across it. These were the best-dressed and best-cared-for troops in the Confederate Army, as the State, with commendable paternalism, owned its steamers and had gone into the blockade-running business on its own account.

Believing that the object of the sudden movement was to retake the fort, Midshipmen Carter, Hale, Wright and myself asked and received permission to go ashore and see at close range the coming fight. Following the troops we saw them form their line of battle in front of the fort and its outlying breastworks, while the shells of the enemy were bursting over their heads as well as in front, behind, and among them.

Soon we heard the rumble of the wheels of gun carriages and caissons, as our light batteries came, at the gallop, from the rear and dashed through the spaces between our brigades and regiments, and wheeling and unlimbering a short distance from our front, they opened a rapid fire.

There was no wind stirring, and soon the enemy's position, as well as that of our light batteries, was obscured from view by the dense smoke. Then their firing ceased, and so did that of the enemy's heavy guns.

All at once our artillery was seen to burst through the bank of smoke and rapidly come back to us, dashing through our infantry line again, wheeling and unlimbering just in their rear. This maneuver was followed by complete stillness, the most trying time in the life of a soldier, that two or three minutes, which seem unending, while waiting for the order to charge.

The infantry moved forward, at the double-quick, under cover of the smoke which lay close to the ground in the heavy atmosphere. Nothing could be heard save the tramp of hurrying feet.

Fort Harrison maintained an ominous silence. As our men neared the fortifications suddenly from twenty thousand throats burst forth the famous rebel yell which fairly rent the air. When within about a hundred yards from the coveted works there arose a long line of blue-coated soldiers, seemingly from out of the ground, who poured a deadly volley into the oncoming ranks of the North Carolinians and at the same time the heavy guns of the front sprinkled them with shrapnel, grape and cannister.

The fight was fast and furious for a time, and then we saw some slightly wounded men going to the rear. These were followed by the more seriously injured, each accompanied and assisted by two or three unhurt men. We then knew what was coming, and soon saw the whole line fall back, but not in any great disorder. We had been repulsed, but the enemy was not following us.

When we reached the line, from which we had started to make our unsuccessful assault, the troops re-formed and waited. Suddenly from the left of the line we heard cheering and wondered what it was for. It was not long before we discovered the cause of the manifestation—for there, with his silvery head uncovered, hat in hand, was seen riding down the line—General Robert E. Lee.

He was a picture of dignity as, mounted on his famous gray "Traveler," he spoke seriously to his unsuccessful troops. As he passed in front of where we were standing, we could plainly hear what he was saying—he was telling the men how important Fort Harrison was to our line of defense, and that he was sure they could take it if they would make another earnest effort.

Again they went forward to the assault, and again were they repulsed, this time with worse slaughter than had been their lot on the first attempt. The second retreat was much more disorderly than the first, but again they reformed and waited—and again General Lee rode down the line.

I had always thought General Lee was a very cold and unemotional man, but he showed lots of feeling and excitement on that occasion. Again they went forward and again they came back—this time in great disorder. When the troops re-formed, General Lee rode down the line trying to comfort his men by telling them they had done all that men could do. This talk cheered the men, and they, although worn out with fatigue, replied by cheering their beloved general.

After the battle a surgeon pressed me into his service and made me hold a soldier's shattered leg while he amputated it. I would have preferred to be shot myself. Medicines were scarce in the South and that particular surgeon had neither chloroform nor ether.

CONFEDERATE NAVAL ACADEMY

Disgusted, tired, and weary, I returned to my school and my studies.

* * * * *

Shortly after the fall of Fort Harrison I passed my examination for promotion and arrived at the dignity of being a passed midshipman. I was immediately ordered to the naval battery called Semmes, situated on a narrow tongue of land formed by the river. It was the most advanced of our defenses on the river, and was the nearest of any of our batteries to the Dutch Gap canal which was then being dug by [Union] General B. F. Butler.

Our seven heavy guns were mounted in pits dug on the brow of a gently sloping hill—30 feet above the river. The guns were mounted on naval carriages so that our sailors could handle their accustomed blocks and tackles.

On the opposite side of the river, and forming a semicircle around the peninsula on which Semmes was located, were the heavy Union batteries. When they all opened fire at once they made a perfect inferno out of Battery Semmes. It surely was a hot spot.

Some six hundred yards in front of Battery Semmes we had four little mortars in a pit, and with these we tossed shells constantly into the canal to interfere with its construction. General Butler put a number of Confederate prisoners to work in his canal, and very thoughtfully sent us word that we were only killing our own men with our mortar shells.

About the same time we received this message, Jeff Phelps, a midshipman who was one of the prisoners compelled to dig in the canal, in some way managed to get a note to us telling us that we "were doing fine" and to "keep it up."

'LITTLE MORGAN'—As a fifteen-year-old Rebel "Reefer." Later, he guarded president's wife on her flight south.



We only kept some eight or ten men at a time in the mortar pit and between the pit and our battery were a number of rifle pits. When the mortars aggravated General Butler too much, he would send a force across the river to charge the mortars. Our men would hastily beat a retreat, and like prairie dogs tumbling into their holes, they would disappear. The Union soldiers would, of course, capture the mortars and spike them, but when we thought that as many of them as the pit could hold were well in it, we would cut loose with the heavy guns of the big battery behind us which were trained on it. Then the Federal soldiers would hasten back to the river, and before they could get across, our men, who were provided with bows and drills, would have new vent holes bored and would be again tossing shells as though nothing had happened to interfere with their day's work.

There was a mystery as to the way in which [opposing fighters] would come to a tacit agreement about not doing any sniping on certain parts of the line. I knew of one stretch of breastworks where our men could expose themselves with perfect impunity up to a spot on which stood an empty barrel—and on the other side of that barrel, if a man showed an old hat on the end of a ramrod, it was instantly perforated with bullets.

The Union soldiers craved tobacco of which the Southerners had an abundance and the "grayback" longed for coffee or sugar. At some points on the line trading in these commodities went on briskly without the knowledge of the officers. Their dealings were strictly honorable. A man, say from the Southern side, would creep outside the works, and when he reached a certain stump he would place a couple of large plugs of tobacco on it and then return to his companions. After a time he would again creep to the stump to find that his tobacco was gone, but in its place was a small quantity of the longed-for coffee and sugar.

One foggy night I was on duty and had visited our outposts. While returning to the battery I heard oars slapping the water—the rowlocks were evidently muffled.

I hailed it with a "Boat ahoy! Keep farther out in the stream!"

The answer came back: "We don't do any picket firing on this line." I told the spokesman that I knew that, but we didn't want him to bunk with us, and hardly were the words out of my mouth when the bow of the boat was rammed into the mud at my feet. I felt sure my time had come, and hastily jerked my pistol out of the holster intending to fire so as to give the alarm, when I heard a voice say, "For the love of mike, Johnny, give me a chew of tobacco."

The tone was so pleading and earnest that I could not resist it and handed the fellow my plug. In return he gave me a canteen full of whiskey. We entered into conversation, and I discovered that he was an old classmate of mine at Annapolis who was now in charge of a picket boat whose duty was to give warning if our ironclads descended the river. I warned him about the folly of his act, and he shoved out into the stream and disappeared forever out of my life. When I produced my canteen before my messmates they fairly went wild with joy, but nothing ever could induce me to tell how I had come into possession of the liquor.

* * * * *

The spring of 1865 was fast approaching and we ex-

pected soon to see great changes. My commander sent for me and, to my amazement, ordered me to go up to Richmond and report to the [Confederate] Secretary of the Navy. I at once began to think of all my sins of commission and omission. What could a Secretary of the Navy want to see a passed midshipman for unless it was to give him a reprimand.

Arriving in Richmond, I made my way to the Navy Department at once, and, to my surprise, I was shown into the Secretary's sanctum without delay. He told me that I was to accompany Mrs. Jefferson Davis [wife of the president of the Confederacy] south to Charlotte and added, with a merry twinkle in his eyes, that the daughters of the Secretary of the Treasury were to be of the party.

I then went to the President's mansion, and had a few words with Mrs. Davis. There was not the slightest appearance of excitement or preparation for a long journey about the Confederate executive mansion, and no one would ever have dreamed that a flight from a doomed city was about to take place.

In Charlotte it was reported that General Sherman's army was headed that way. It was necessary for [Mrs. Davis] to seek some haven of safety. She was indeed in a forlorn position, as nobody wished to shelter her for fear that the Union troops would destroy their homes if they did. Every road through the country was infested with deserters who would have given her scant consideration.

Just as things looked most hopeless to his unhappy lady, the midshipmen from the schoolship *Patrick Henry*, under the command of Lieutenant William H. Parker, arrived in Charlotte.

When Richmond was ordered to be evacuated the authorities almost [had forgotten] the midshipmen, and it was only at the last moment that Lieutenant Parker received the order to blow up the "school" and make the best of his way to Charlotte.

The midshipmen were landed on the river-bank and as they trudged toward Richmond they were saluted by the explosions of the magazines not only of their own ship, but also of those of the Confederate ironclads and wooden gunboats.

When they arrived at the railway station at Manchester, across the river from Richmond, they found Treasury officials, with some \$500,000 in gold and silver coin (all that the Confederacy possessed) packed in kegs, standing helplessly on the platform alongside of a train on which they hoped to get away. A drunken mob was fast gathering around them. Hundreds of barrels of whiskey had been stove in and their contents had filled the gutters in Richmond. This crowd, after filling themselves with the fiery liquor out of the ditches, became very brave, and determined to divide the assets of the Confederacy among themselves.

The Treasury officials rather doubtfully asked Lieutenant Parker if he could protect the treasure, and when the little midshipmen were formed the mob commenced to jeer the children. But something happened!—Those midshipmen were regulars, and the mob instantly appreciated the fact that the guns and bayonets in the hands of those youngsters were going to be used at the word of command. The scoundrels fled.

The Treasury men were so impressed by the easy way in which the midshipmen had handled the situation that they begged Lieutenant Parker to accompany the specie with his command; the money was loaded on the train

and the midshipmen piled in after it, and thus it was that they arrived at Charlotte.

The little command only had a short breathing spell at Charlotte, as the enemy were fast approaching and there was little time for them left in which to make a "get away." Lieutenant Parker persuaded Mrs. Davis to trust herself to the protection of the midshipmen, and they again started on their sad and painful journey.

The railways by this time were completely disorganized and they could only proceed as far as Chester, South Carolina, in the cars. There Lieutenant Parker commandeered some wagons which he loaded with the gold and Mrs. Davis and her family. They then started over the rough country roads for Abbeville, South Carolina.

What a distressing spectacle this train of three or four wagons, hauled by broken-down and leg-weary mules, must have presented, and what must have been the apprehensions of that stately and serene woman, the wife of the President, as she sat, surrounded by her helpless children, on one of these primitive vehicles while the half-starved animals slowly dragged her over the weary miles.

A platoon of the middies marched in front of the singular procession, acting as an advance guard. Another detachment followed the wagons, serving as a rear guard, and on either side of the train marched the rest of the youngsters. And not far away, on either flank and in their rear, hovered deserters waiting either for an opportunity or the necessary courage to pounce upon the, to them, untold wealth which those wagons contained.

When night fell on the first day of their march, they stopped at a country roadside church which at least afforded shelter from the elements. Mrs. Davis, her sister, and the children slept on the bare floor, and Lieutenant Parker, as commanding officer, rested in the pulpit. The midshipmen who were not on guard duty lay down under the trees, outside, in company with the mules.

Mrs. Davis arrived [in Abbeville] with her ragged and mudstained escort, most of whom by this time were walking on their "uppers," or the bare soles of their poor bruised feet. The midshipmen pushed on to Augusta, Georgia, some eighty miles away, seeking for a safe place to deposit the treasure, and on their arrival were told to get out of there as quickly as possible, as Sherman's men were expected at any moment; so back they trudged to Abbeville where the Secretary of the Navy ordered them to be disbanded.

The money was turned over to the care of the soldiers [in compliance with orders given to the disbanded midshipmen. The accomplishment of these students from the *Patrick Henry* in carrying the Treasury's funds safely over hundreds of miles was soon to be nullified, however. After they had deposited it as directed, it disappeared.] To this day never a dollar of it has been traced.

These boys, averaging between fourteen and eighteen years of age, some of them nearly a thousand miles from their homes, the railroads destroyed, and the country filled with lawless men, were turned loose to shift for themselves.

Patrick Henry [was] a unique institution of learning. The "Confederate States Navy Academy" turned out men who afterwards became United States Senators, members of Congress, judges, successful and prominent lawyers, doctors, civil engineers, bankers, and successful business men as well as sailors.

TAFFRAIL TALK

"WHAT's your name, sailor?"

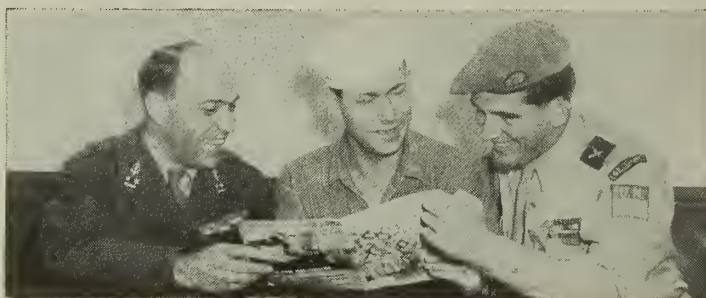
"I'm a Sailor," was the reply made by I. M. A. Sailor, a recruit at NTC Great Lakes, Ill., at the time ALL HANDS received this information.

Sailor, a full blooded Chippewa Indian whose hometown is White Earth Reservation, Ponsford, Minn., says that his name had nothing to do with his enlisting in the Navy. His brother and cousin served in the Navy, so his choice was a natural one, he says.

But imagine the complications arising if I. M. A. Sailor had chosen the soldiering profession!

★ ★ ★

ALL HANDS gets around. Its appeal, we understand, is not limited to Americans but to service personnel of all the United Nations. Witness as evidence this photograph, in which a Belgium Army officer, Lt. Colonel Gaston Daelemans (left), chief of the liaison mission of the Belgian battalion in Korea,



and a U.N. correspondent, Viscount Alain De Prelle (right), study a copy of the magazine with Harold J. Paul, SN, on board USS Antietam (CV 36). According to the caption, they're enjoying one of ALL HANDS' salty cartoons.

★ ★ ★

Man eats shark. At least it is possible for man to eat shark meat without fear of toxic poisoning, under the proper conditions, according to a couple of food experts who have gone into this problem and who have come up with a shark-meat processing patent. Fresh shark meat is said to be toxic to men, but in the dried state it is edible, they say, actually being eaten in certain parts of the world today.

The new chemical treatment process is supposed to remove the toxicity and preserve the shark meat fresh in cans. However, don't bite any sharks—until you can attack them over the counter at the commissary.

★ ★ ★

A bulletin to ALL HANDS informs us that the Army's Navy is sailing on its own special ocean, the Hwachon Reservoir Lake. Admiral of this fleet is an Army lieutenant, Richard L. Hunt, and his fleet, which includes power boats, pontoon ferries and outboards, has been doing an excellent job maintaining a waterborne supply service over the 30-mile lake for some months.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 21 May 1951, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

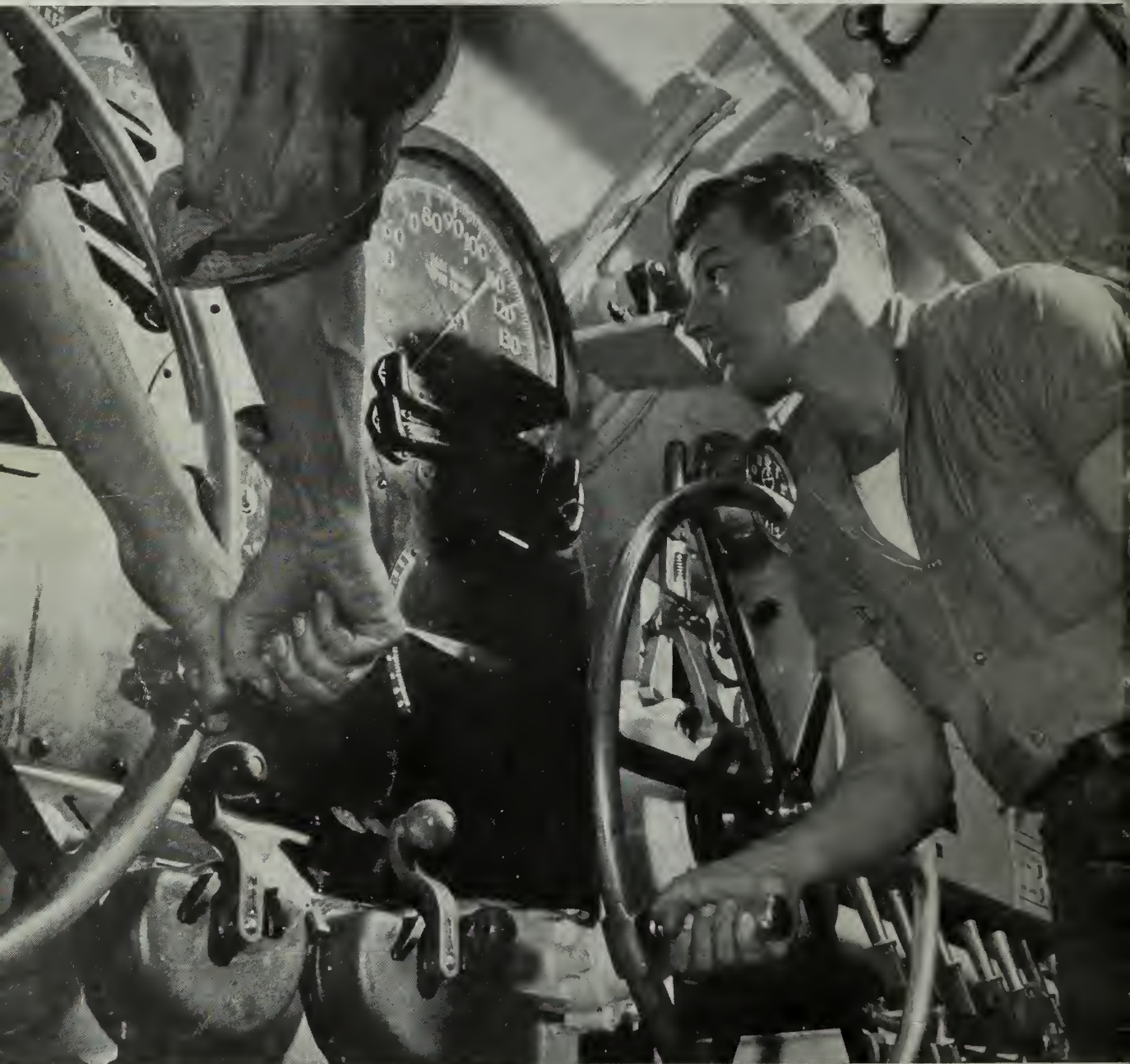
Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: A ghostly smoke ring ebbs from a 5-inch battery of the heavy cruiser USS Toledo (CA 133) as the warship conducts shore bombardment of the Communist transportation center of Wonsan, North Korea. ➡



STAY ON THE JOB



*experienced men are vital to the
Navy's part in world affairs*

SHIP OVER WITH YOUR SHIPMATES

D208.3:421

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MARCH 1952

Navpers-0

NUMBER 421

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• **FRONT COVER:** In addition to knowing how to fire the .30 caliber rifle, recruits in Uncle Sam's Navy are put through exercises with the weapon. See article on recruit training starting on p. 2.

• **AT LEFT:** Many are the thrills of a sailor's life, but Leghorn, Italy, is outstanding to the crew of USS *Salem* (CA 139). While there a storm brewed and the liberty party returned to the ship in tugboats, boarded the vessel by a cargo net over the fantail.

CREDITS: All photographs published in *All Hands Magazine* are official U.S. Navy photos released through the Department of Defense, unless otherwise designated: p. 12, Robert S. Weil; bottom, Steve Economus; both courtesy New York *Daily Mirror*.



BENEFITING from a boatswain's mate's experience, recruits at San Diego learn how to throw a heaving line.

Training Recruits for Tomorrow's Navy

THE FRECKLE-FACED YOUTH, barely 17 and away from home for the first time, marched briskly along with the others, heading for the recruit training center.

As he marched, his thoughts wandered. "So this is the Navy? . . . I wonder what it's going to be like? . . . I've never even seen the ocean!" He glanced at his fellow recruits. "Well, maybe they haven't either," he thought. Immediately he felt better.

The platoon reached the gate. A sentry, looking cool and efficient in his uniform, motioned the leader to take his men inside. The group marched through the shaded gateway.

Thus another recruit arrived at a recruit training center. Another erstwhile civilian stepped into a bewildering world of knots and splices and short haircuts, of bag inspec-

tions and long hours on the drill field, of obstacle courses and deep-knee bends, of spotless uniforms, immediate obedience to commands, of good food, lectures, demonstrations and films, of reveille at 0530 and taps at 2130.

With the outbreak of war in Korea, the training of recruits once more became big business. As always when the Fleet expands, recruit training centers are the first to feel the pressure.

At the beginning of the current expansion, the Navy had two major

centers in operation at San Diego and Great Lakes as well as one smaller one at Newport, R.I. Together they turned out 2,000 men a month. At the peak of World War II, in comparison, there had been six centers capable of processing 60,000 men a month.

By the end of 1951, another familiar name had appeared—Bainbridge, Md. Bainbridge replaced Newport as a recruit training center and made it possible to increase the output of trained recruits to 14,000 a month.

How does this recruit training of today compare with the training in the '40s? Basically, the training people say, it's about the same now as when you went through it.

Today, for example, there is not one but three types of recruit training courses given. The regular course is the familiar one for civilians recruited directly into the Regular

**An Average of 14,000 New SAs
A Month Are Coming
Into the Naval Establishment**

Navy and runs 11 weeks. This time does not include three or four days for "in-processing" before the course actually begins, two more weeks for recruit leave after the completion of the course and a few more days needed to transfer a man to his next duty station after leave.

In addition to this "long course," there are two "short courses," tailor-made for the *Reserve* enlisted man:

- Two-week course—This one is for recently enlisted members of an Organized Reserve unit who take the short course instead of a cruise during their first year.

- Seven-week course—This is an abbreviated version of the Regular course and is for members of an Organized Reserve unit called to active duty who have completed the two-week course previously.

Another innovation is a course designed to prevent illiteracy in the Navy by attacking it at the recruit level. This is done by giving additional education in the fundamentals to recruits who need it. These men, carefully screened out during in-processing, are given brush-up courses in reading, writing and arithmetic.

Only a small percentage of the men who enter recruit training need this extra help, training officers report. The average time spent in a brush-up class is about four weeks.

If a veteran Navyman visited one of today's recruit centers and glanced at the curriculum, he would spot one



PHYSICAL FITNESS plays an important part in the 11-week program. In addition, each recruit before he leaves must be able to swim at least 50 yards.

subject he never had—"Citizenship." This subject is taught during the recruit's indoctrination period. Its inclusion in the curriculum signalizes a change in emphasis in recruit training.

Consequently, at the same time that he learns his rights and responsibilities as a member of the U.S. Navy through courses in naval discipline, the Uniform Code of Military Justice, naval customs and courtesy and Navy organization, he also becomes better acquainted with his rights and responsibilities as a citizen.

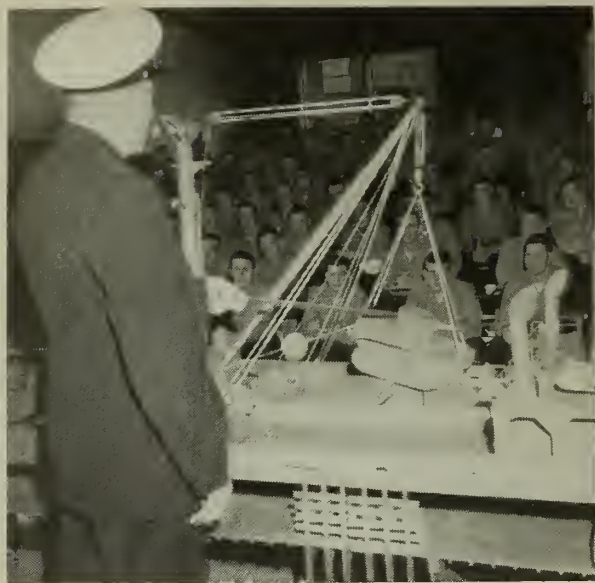
This training of the individual is

carried over into other parts of recruit indoctrination as well. Such training is geared to promote self-discipline and good manners in addition to fundamental Navy habits. Talks by the base chaplain on the importance of thrift, basic moral principles that people live by, sex and marriage, and manners in public also help toward this end.

The chaplain, incidentally, plays an important role in recruit training. He tries to know each of the recruits personally and gives them a boost when necessary. He helps them become adjusted to the new life and



BAG INSPECTION, familiar to every recruit, is staged at Great Lakes. Right: Bainbridge SRs master proper rifle care.



CARGO BOOM gets trainees' close attention. Right: Chief instructs his men near San Diego's dry-land 'ship,' TDE 1.

encourages them to take part in religious training. He conducts a well-attended weekly chapel service and writes letters to worried mothers.

But don't get the idea that the Navy has gone soft on its recruits. It hasn't, as any chief petty officer instructor can tell you. The Navy novice is still kept hopping from the time he enters the training center to the time he leaves. In 11 weeks (including one week's instruction in mess cooking, watch standing and guard duty), he must soak up 92 periods of indoctrination, 64 periods of military drill and review, 63 peri-

ods of seamanship, 38 periods of small arms ordnance and gunnery, 48 periods of physical fitness and 30 periods of company commander's instruction. These figures are based on an eight-period day.

Just like in the old days, the first few days for the new recruit go by in a whirl. He is cast adrift on an unknown sea.

Life goes by rapidly. Doctors thump him on the back. Dentists probe his teeth. Needles jab at him from the most improbable directions. A sea bag is tossed at him—"Stencil your name, billet, service number

and company number on it, pronto," someone says.

He gets a clothes fitting, has an interview with the chaplain, puts his money in a safe deposit box and gets a canteen book. He is assigned to a recruit company, meets the chief petty officer who will be his company commander and, finally, the men he will train with. He is marched off to quarters and shown how to make up a bunk ("And do it the Navy way, sailor!"). He finds his name on something called a Watch, Quarter and Station Bill and soon stands his first watch. He learns that NO SMOKING signs mean just that.

In the in-processing period, each new recruit is given a battery of special tests designed to find out what type of Navy job he is best fitted to perform. These tests, along with additional tests later on and an interview with a classification personnel man, will be used to determine his assignment after recruit training and his career pattern in the Navy.

As he enters the indoctrination period, the neophyte finds his instructors bear down hard on military drill, physical conditioning and other fundamentals. He doesn't realize it then, but he is getting his basic Navy know-how. Once these basics are under his belt, he plows on into seamanship, ordnance and gunnery, small arms, first aid and hygiene and other subjects.

A visitor might come upon these scenes:

- A group of oilskin-clad recruits



PILE OF SPUDS in the galley brings look of concentration to the faces of three young recruits. Each SR puts in a week of mess cook duty during his stay.

cautiously approaches a raging fire billowing from a tank of oil. Three wispy umbrellas of fog-like spray protect the men from the fire, push back the heat and at last smother the flames. This is fire-fighting drill using fog applicators.

- A chief petty officer stands behind a scale model of an AKA. As he holds a warping-cord "steady-ing line" in his hand, a three-foot boom swings over the ship's side, depositing a miniature Army tank on the vessel's deck. This is a lecture-demonstration on cargo handling.

- Dungaree-wearing recruits splice, coil, flemish and fake-down line under the watchful eye of a seasoned boatswain's mate.

If the visitor were to take a tour of the San Diego center, his guide would undoubtedly take him to see the land-locked mock-up destroyer escort named *uss Recruit* (TDE 1).

This vessel has never gone to sea and it never will but it is complete in detail above the main deck. Belowdecks, there are six classrooms rigged to provide the instructor with a realistic background against which to teach. *Recruit* often "gets underway" and "ties up" with the help of her novice seamen.

The progress of a recruit through this instruction is closely followed. Various tests and reports plot his course along the way. At the end, a final achievement test is given.

The key man in recruit training—he always has been—is the chief petty officer company commander. Some have called him "the most important



YOUNG SALT, James Dillon, SR, of Chicago, Ill., enjoys a good, solid meal after a full day's instruction.

man in the Navy" because of his influence on impressionable recruits. Maybe he is. At any rate, it is the company commander who gets his charges settled in their first Navy home, shows them how to scrub their clothes, where to eat, where to bathe, how to fall in and what not to do. He drills his men until they can march with a high degree of perfection. He tells them what they can expect of the Navy and what the Navy expects of them.

Each company CPO is assigned from 60 to 80 men and stays with

them from the time they come to the day they graduate. His attitude determines to a large extent the attitude of those under him. It's a 24-hour-a-day job for the best chiefs the Navy can find.

In the new concept of recruit training, the company commander "leads" his men; he doesn't "push them through" anymore. To the men serving under him, he is Mom, Pop and teacher—all rolled into one.

As for the recruit training for women in the Navy, this is now all being done at Bainbridge. Here Navy career women get a course which is similar in many respects to the one given the men. Instead of 11 weeks, however, the Waves get nine.

Their curriculum includes such subjects as naval history, naval personnel, ships, aircraft and weapons used by the Navy, and Navy jobs. Women don't get seamanship, fire fighting or ordnance and gunnery, but they do get an hour's military drill each day.

Women and men alike emerge from recruit training with a greatly increased feeling of self-confidence born of new knowledge of the Navy.

True, the new Navyman has only skimmed the surface of nautical know-how and he will probably be the greenest man on board when he gets to his first ship, but he has built for himself a firm foundation upon which to base future knowledge. When he gets those seaman apprentice stripes, he knows he's on his way.

WAVES, like these in recognition class, get recruit training too.

Right: His stripes on his arm, a new SA heads for a ship or school.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **INSTRUCTOR DUTY** — Enlisted instructors are needed for duty at Recruit Training Commands to give additional instruction in basic naval orientation and fundamental skills of reading, writing and arithmetic.

Recruit preparatory training programs have been established for this purpose at San Diego, Great Lakes and Bainbridge.

Both male and female enlisted personnel may request assignment to this duty if they possess the following qualifications:

- Any rating.
- Pay grade E-7 preferred; however, if otherwise well qualified, personnel of any pay grade are acceptable.

- High school graduate.
- Minimum GCT score of 55.
- Experience in teaching in elementary or secondary schools, or in adult citizenship or opportunity courses is highly desirable.

- Demonstrated ability in dealing with problems of enlisted men, especially slow learners.

Requests should be submitted, via COs, directly to the Chief of Naval Personnel (Attn: Pers B-212c), using form NavPers-1247 (Rev. 7-49).

Further details will be found in BuPers Circ. Ltr. 212-51 (NDB, 15 Dec 1951).

• **REDUCED RAIL FARES** — Railroads have extended reduced fares for all military and naval personnel

Information School Can't Provide Reprints, Manuals

The Armed Forces Information School, Fort Slocum, N.Y., has been receiving requests for training aids, instruction manuals and other written material prepared for the school, including reprints of articles in the school periodical, *Army Information Digest*.

Limited funds and personnel make it impossible for the school to comply with these requests. Articles appearing in the *Digest*—unless otherwise indicated—may be reproduced locally, however, provided credit is given to the writer and the magazine. Back issues or reprints of the magazine will be furnished by the school, on request, so far as the present stock permits.

on liberty or leave—including cadets and midshipmen—until 30 June 1952, according to Alnav 2-52 (NDB, 15 Jan 1952).

Personnel must travel in uniform, traveling at their own expense, and have written authority for leave such as a pass or liberty card—not just an identification card.

Fares are on a general basis of two cents per mile and are not subject to federal transportation tax. Tickets are good in coaches only; stopover and baggage privileges are allowed.

• **FOR BEEF EATERS** — Beef is back again at naval shore activities in the continental U.S. Bluejackets ashore will eat “beef in quarters” when available, and when that is in short supply, “boneless beef” is authorized.

Ships afloat and outlying shore activities will continue to get beef as before, with no restrictions on boneless beef, except to conserve their supplies.

During the critical beef shortage last year, beef in quarters became scarce and continental activities were authorized to use boneless.

Beef in quarters is once again in supply, according to Alnav 127-51 (NDB, 15 Dec 1951), and that's generally what the shore-bound sailors will eat when beef's on the menu.

• **FORRESTAL FELLOWSHIP** — Applications for the second James V. Forrestal Fellowship in Naval History are now being accepted at the U.S. Naval Academy, Annapolis, Md. To be eligible, candidates must have demonstrated their ability in research and writing and have shown interest in naval and military history. They must be able to carry on their research on a *full-time basis*.

The fellowship — made possible through private gifts—is awarded for one year, subject to an extension with the approval of a selection committee. The primary aim of the fellowship is to foster the study of U.S. military seapower, past and present, especially in its relationship to national security and stability.

Closing date for receipt of applications by USNA is 15 Apr 1952. Application forms are available from the Superintendent of the Academy. Naval personnel are encouraged to bring this opportunity to the attention of qualified candidates.



PASS THIS COPY ALONG—Ten persons can get to the bottom of things when they read this issue of *All Hands*.

New Film Demonstrates Oxygen Breathing Gear

A new training film entitled *Damage Control, Oxygen Breathing Apparatus*, is now available from district training aids libraries. Training officers may requisition the 16-mm. film by catalog number MN6931.

The film, which runs for 20 minutes, is sponsored by the Bureau of Ships. It demonstrates the proper methods of using the various Navy types of oxygen breathing apparatus used by damage controlmen and fire fighters.

• **SUBMARINE TIME** — A change has been made in the time factors of submarine qualifications for Organized Submarine Reserve officers and enlisted men ordered to active duty. Full qualification in submarines is indicated by the designator (SS).

Holding the designator (SG)—the intermediate designator for Reservist submariners on the path leading to full qualification—is a prior requisite to those who come under the provisions of this change.

Officers and EMs may now count as part of their service credit toward qualification in Submarines (SS) one-half the time spent in an Organized Submarine Reserve unit — after having been designated a qualified (SG) and prior to being ordered to active duty.

In the case of officers, credit for such Organized Reserve time is limited to a maximum of six months. For EMs such time is limited to a maximum of three months.

The remaining service requirements and all other requirements for the (SS) designator must be completed in accordance with current provisions of the *BuPers Manual*.

BuPers Circ. Ltr 213-51 (NDB, 31 Dec 1951) which contains the above information also lists a reference to the submarine Reservist designators.

At the end of three months of satisfactory service in an operating submarine, a Reservist becomes eligible for the (SG) designator. This may be effected by recommendation to the Chief of Naval Personnel for approval in the case of officers and by commanding officers' approval for enlisted men.

• **OCS SCHOOL** — Mathematical requirements for entrance of unrestricted line candidates into the Naval Officer Candidate School at Newport, R.I., have been suspended.

Previous applicants who were considered not qualified because they lacked the basic mathematical and trigonometry educational requirements may now apply to the Office of Naval Officer Procurement to complete their processing for the Naval Officer Candidate School.

• **PREPARATORY SCHOOL** — USAFI texts and courses which are recommended for study by candidates preparing for assignment to the U.S. Naval Preparatory School are listed in BuPers Circ. Ltr. 14-52 (NDB, 31 Jan 1952). The courses are now available and may be obtained from information and education officers.

Candidates may elect either education manuals—designed for self-study or class use—or correspondence courses, providing lesson-grading services.

• **LEGGINGS** — Leggings are no longer issued as an individual article in an enlisted man's initial clothing outfit. This change, which became effective 1 Oct 1951, was announced in AINav 96 (NDB, 30 Sept 1951). Leggings are now an item of "organizational article clothing." Clothing with such a designation is government owned (as distinguished from personally owned clothing). It includes such items as foul weather clothing, web pistol belts and shore patrol brassards.

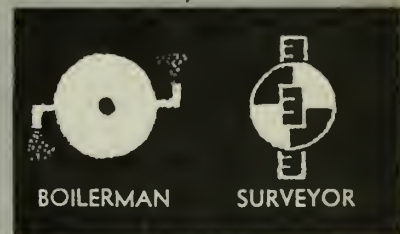
Leggings will continue to be worn at naval recruit training centers and other activities, however, but the wearer will leave them at the activity when he is detached.

• **NAVAL RESERVISTS** — Officer and enlisted members of the Naval Reserve on *inactive duty* should not write to the editor of *The Naval Reservist* when they change their address and want the addressing plate changed to their new address. Distribution of *The Naval Reservist* is handled by the naval district in which the member resides.

Members of the Reserve on active naval service *do not* receive individual copies of *The Naval Reservist*. However, five copies are forwarded each month to all ships and stations.

QUIZ AWEIGH

The objects pictured on many rating badge specialty marks are easily recognized, but some are not so readily identified. How many of the below items can you correctly name?



1. At the left (above) is a (a) Clinton bailer (b) Hera's boiler (c) evaporator.

2. At the right is a (a) leveling rod (b) theodolite (c) surveyor's compass.



3. Pictured at the left is a (a) bench rammer crossing a stove tool (b) bench lifter crossing a sprue cutter (c) sand mixer crossing a chaplet.

4. The tools at the right are (a) mallets (b) mauls (c) mattsacks.



5. The symbol at the left is a (a) caesura (b) caduceus (c) spirula.

6. Suspended from the hook at the right is a (a) girder rail (b) box girder (c) I-beam.

ANSWERS TO QUIZ ON PAGE 53



Naval Aviation Scores in Korea

"NOW STAND BY to recover aircraft!" Sitting in the Sea of Japan, the huge carrier readied herself as the word came over the loudspeaker that her planes were returning after another "interdiction" mission over Korea.

Circling *uss Essex* (CV 9), flagship of the fast carrier Task Force 77, AD *Skyraiders* awaited their turn to enter the groove and were quickly waved in.

A few minutes later another group of planes, this time *Banshee* fighters, were taking off, heading for new targets somewhere in inland Korea.

On the average of every 18 minutes, on a round-the-clock, seven-day-week schedule, somewhere off the coast of Korea, naval aircraft depart from their home bases on interdiction sorties.

A total of 29,000 interdiction sorties were flown during the 12 months of 1951 by carrier-based

naval aircraft — *Panthers*, *Corsairs*, *Banshees* and *Skyraiders* — demonstrating the power and versatility of their floating mobile air bases.

What does *interdiction* mean?

Fundamentally it means the bombing of targets behind the enemy's lines, and it applies generally to lines of communications, railroads, supply and ammunition dumps, warehouses and similar targets. Interdiction is designed to deprive the enemy of supplies and transportation facilities.

But interdiction is but one of the corollary missions of naval aviation in Korea. Another is the lending of ground support to the foot soldiers. A third, actually the primary job of the Navy—and naval aviation—is the control of the seas.

Here are some facts which serve to point up the job naval aviation has been doing:

- One third of all the combat sorties flown by U.S. forces in Korea

have been flown by naval aviation (that is, the naval and marine air arms).

- In the last half of 1951 approximately 55 per cent of all close air support missions in Korea have been flown by naval aviation.

- Navy and Marine Corps aviators have destroyed to date more than 70,000 enemy troops. This figure on the number of enemy troops killed is from a tabulation of daily reports, and is founded on the testimony of aerial photography, ground observers' estimates, and the actual counts of enemy dead.

- Naval aviation during the first 18 months in Korea has dropped more than three-fourths the tonnage of all the bombs dropped by our naval air forces in the Pacific during all of World War II.

- Rocket fire by naval aviation against Korean targets is already greater than that fired against Pacific



ARMING THE PLANES, ordnance men chew unlit cigars as they push 1,000-lb. bomb (left), load 20mm shells (right).

targets by the Navy and Marines during the entire period of World War II.

• Carrier-based pilots covering the eastern section of Korea in the year 1951 have accounted for 2,621 separate rail cuts, and the destruction of 2,436 items of rolling stock. They have destroyed 2,370 enemy vehicles and have shot up some 1,650 more. More than 564 road and rail bridges were demolished and an additional 1,312 were badly damaged. This is only part of the story of the destruction wrought by our naval forces for it applies to carrier-based aircraft only, in the eastern sector. Combined surface and naval air forces in the eastern half of Korea accounted for the following, in the destroyed or damaged columns: 2,379 bridges, 4,519 vehicles, 7,028 items of rolling stock, and 4,674 separate rail cuts.

While the naval forces are also assigned to patrol and blockade duty on the west coast of Korea, the interdiction missions in that section are assigned to the Air Force.

Coordination and cooperation between the Navy and Marine air arms and the U.S. Air Force has been impressive, says VADM T. L. Sprague, USN, who recently made a tour of the Korean theater. He praised the "harmony and spirit of teamwork that exist in the case of our U.S. aviation activities. They are all working together most effectively. There is a general agreement and mutual understanding on all problems."

For example, Navy fighters flying from carriers have afforded fighter



TESTING ITS GUNS before heading inland to its target for the day, an F9F from USS Boxer (CV21) emits white puffs of smoke against the dark sea.



DIRECT HIT plasters an enemy supply train moving down from North Korea and adds one more hole in the right-of-way for the Communists to patch up.



AFTER A MISSION pilots from USS *Antietam* (CV36) undergo de-briefing. Right: EM checks aerial photos of strike.

protection for B-29s attacking enemy targets which were too distant from airfields to use land-based fighters.

Evidence of this Air Force-Navy coordination was in the bombing attacks against Rashin, in northeastern Korea. The margin of safety was too slim for use of land-based fighter aircraft to lend cover support to the big bombers. Carrier planes were then dispatched from their floating airbase on the Japan Sea and accompanied the B-29s to their target and back out of the danger zone.

Interdiction duty in the eastern half of North Korea, which has been assigned to ComNavFE, covers an area northward from the present battle line to the Manchurian border, a stretch of some 300 miles contain-

ing more than half of the trackage in North Korea, about 1,140 miles, plus about 2,000 miles of highway running roughly parallel to the rail lines.

Fast carrier Task Force 77 has shouldered the major share of the interdiction duty, cruising up and down the Sea of Japan, ready to make surprise attacks along any coastal or inland point.

Rail traffic has been slowed down to such an extent that the Reds have been forced to use secondary means of transportation—trucks over bomb-cratered roads and slow-moving ox-carts. Whole populations of cities and villages, including women and children, are conscripted by the enemy as human pack animals to carry all they can in one-night treks.

What about losses by our naval air forces? The official statistics, released by the Navy as of 31 Dec 1951, state that in 18 months of fighting the total number of naval aircraft losses from all causes in the Korean conflict was 656. Of this number slightly more than two-fifths, or 281 aircraft losses, were due to enemy action (these losses being divided equally between Navy and Marine aircraft). Practically every one of these losses was due to enemy ground action.

During approximately this same period (18½ months' fighting) Navy and Marine Corps aircraft have destroyed in air-to-air combat and on the ground 84 enemy aircraft (13 in air combat, 71 on the ground).



SNOW STORM slows operations. *Essex* crewmen (left) clear ship's flight deck. Sailor (right) looks into the blizzard.



Hawaiian Highlights

HAWAII, land of volcanoes, makes an interesting day's visit for the sightseeing Navyman. This triangular-shaped isle, take note, is not to be confused with Oahu, farther north, where the familiar Pearl Harbor and Honolulu are located.

In Hawaii, the visitor will find a land of contrasts. Huge volcanoes such as Mauna Loa and Kilauea lie like great sleeping dragons along the island's spine.

Close by the volcanoes and ac-

companying expanses of hardened lava, sight-seeing sailors will come across luxuriant forests of tropical trees and shrubs and cultivated gardens of orchids and gardenias, flowers which thrive in the hot, wet climate of Hawaii.

In the main city of Hilo, a souvenir-hunting Navyman can find enough "aloha" shirts to keep him forever reminded of Hawaii, isle of volcanoes and flowers.—A. S. Gibbons, JO3, USNR, with photos by B. E. Rodby, AF2, USN.



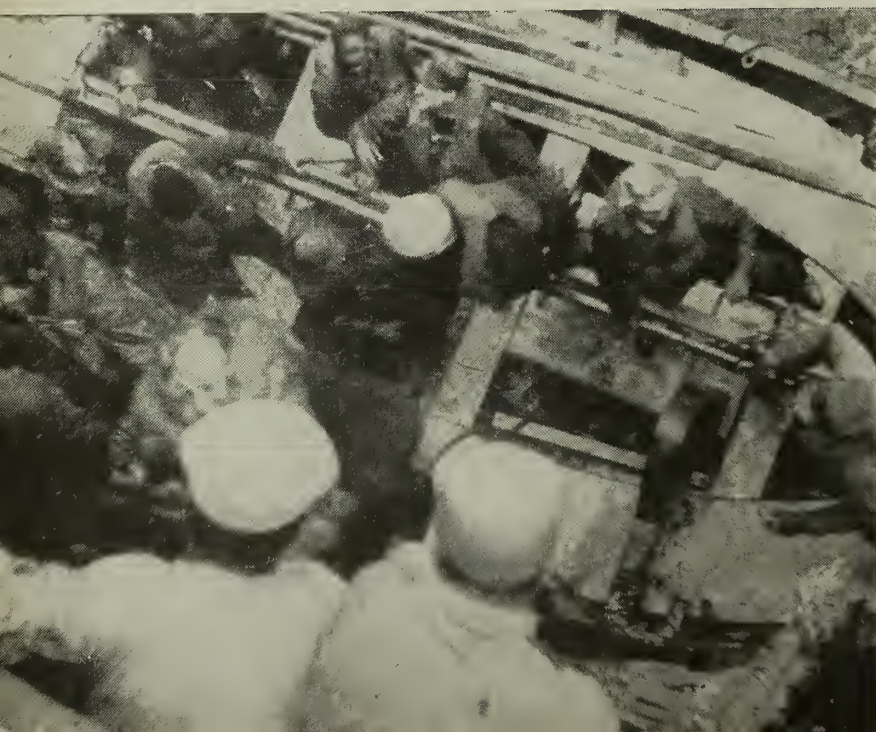
COLORFUL BARGAIN is picked up by a Navy visitor (top left). Top right: Sailors and their guide enter a tunnel in lava formation. Center: A native miss performs for the Fleet. Lower right: Back to their ship on a tug, go men of USS Valley Forge. Lower left: Navy men peer into Kilauea crater.





ACROSS A STORMY SEA lifeboat returns to Greely (foreground) from stricken ship with sodden survivors (below).

U.S. Navy Lends a Hand During Sea Saga



*Already a part of naval and marine history—along with other deeds of derring-do—are the heroic efforts of Henrik Kurt Carlsen, captain of the merchant vessel *Flying Enterprise*. Following is an account of the U.S. Navy's supporting role in the saga of Carlsen and the *Enterprise*:*

A MILITARY SEA TRANSPORTATION SERVICE vessel played an important part in the rescue of the crew of the ill-fated *Flying Enterprise*. Later, two U.S. Navy destroyers took turns standing by, ready to lend assistance while efforts were made to tow the stricken *Enterprise* to safety.

Some 300 miles off the English coast, *Enterprise* had encountered a severe hurricane. Craeks appeared in the ship's hull and water began to pour into the vessel.

USNS *General A. W. Greely* (T-

AP141), a civilian-manned vessel assigned to the Navy's MSTs, was the first ship to hear *Enterprise's* "urgency" call which soon turned into an SOS. *Greely* effected the rescue of two-thirds of the merchantman's crew. The destroyers, *uss John W. Weeks* (DD 701) and *uss Willard Keith* (DD 775), stood by in readiness and maintained a radar guard to prevent other ships from running afoul of the convoy.

When *Greely* reached *Enterprise* on 29 December, the stricken ship was lying on her port side, listing from 60 to 70 degrees and wallowing about helplessly in the trough. Her port side weather decks and cabin decks were awash and with a heavy roll to port. It appeared as if her crosstrees would almost touch the water.

As soon as *Greely*, the civilian-manned MSTs vessel, arrived on the scene, she began pumping fuel oil over the side in an effort to calm the sea. A motor lifeboat was launched and picked up four survivors. Unable to reach *Greely* because of motor trouble, the boat pulled alongside *Southland*—staving a hole in the lifeboat's bow in the process.

Greely launched a second boat which picked up more survivors and transferred them to *Greely*. By this time—two more ships—the Norwegian tanker, *ss Westfal Larsen* and the German ship, *ss Arion*—had arrived at the scene.

The *Greely* lifeboat started its second trip. *Westfal Larsen* tried to launch another rescue boat but the boat capsized soon after it cleared the tanker.

Meanwhile, *Greely's* boat took a position to leeward of *Enterprise* and signaled the men on board to jump. All but two men and the captain jumped from aft. The boat rescued 10 men. One man floated to *Westfal Larsen* which took him on board.

On the third trip, the remaining survivors were picked up by the *Greely* rescue boat. The rescuers were told the captain refused to leave his ship. In little more than five hours after the first boat left *Greely*, the last 16 survivors were taken on board the MSTs vessel with no accidents in transfer.

Recovering its first boat crew from *Southland*, *Greely* continued to stand by, keeping a close watch on *Enterprise* and continuing in communication with Captain Carlsen until relieved by USNS *Golden Eagle* on 1



READY TO FIRE gun line, crewmen of *John W. Weeks* show how they got supplies to Carlsen. Powder case (left) carried much-needed food and hot coffee.

January. *Golden Eagle*, another MSTs vessel, was later relieved by Navy destroyer *Weeks*.

Weeks arrived on 2 January. It maintained a radar guard to warn off vessels which might cross the convoy's course.

Soon the British tug, *Turmoil*, appeared and the long struggle to tow *Enterprise* to shore began. The second Navy destroyer, *Keith*, arrived on the scene at 0800 on 5 January, ready to relieve *Weeks*. *Keith* main-

tained a close watch, relaying information concerning the rescue of the vessel and continuing to fulfill the Navy's primary mission—that of protecting U.S. lives and shipping on the high seas.

On 10 January, *Enterprise* went down, shortly after Captain Carlsen and the first mate of the tug, *Turmoil*, were taken off the 6,710-ton vessel. Thus ended another chapter of maritime history.—Kenneth Barnsdale, JO1, usn.

BACK AT PLYMOUTH after being relieved by USS *Willard Keith*, *Weeks* finds herself front-page news as cameramen swarm over pier to get pictures.



Rugged Reserves



INFANTRYMAN moves in to take his position in the line as fighting Leathernecks engage the enemy on a Korean slope.

HUNDREDS of Marine replacements lined the rail of the APA as the transport gently nosed her way alongside the pier at Pusan. The line handlers moved too slowly to satisfy one of the vessel's passengers.

"C'mon, c'mon," he barked impatiently. "Let's get off this bucket. The sooner we finish this job, the sooner we get home."

Chances are, the impatient Marine was a Reservist who knew he had an unpleasant but necessary job to do. He wanted to finish it so he could return to the pleasanter process of everyday living somewhere in the States.

As every Navyman knows, in addition to performing their assigned duties as a part of the naval establishment, the Marines have been doing their full share, if not more, in the Korean conflict. The roster of battle actions in which they have participated sounds like an itinerary of the entire campaign. The list

starts with the Pusan perimeter, runs through Inchon-Seoul, Wonsan, the Chosin Reservoir, the Hungnam evacuation, the Central Front, and is not yet concluded.

During their first year in Korea, Marine airmen flew more than 34,000 sorties loaded with bombs, rockets and napalm. The distance flown during these sorties would carry a pilot around the globe almost 760 times.

However, not every Navy man knows that a large proportion—nearly half—of these hard-fighting Marines in Korea are Marine Corps Reservists, both ground and air.

It's difficult to point to any unit as a Reserve outfit. Regulars and Reservists on active duty have been in-

tegrated throughout the entire organization since the earliest days of the Korean conflict.

It's true that the first Marine elements ordered to the Far East early in July 1950 consisted of approximately 6,000 Regulars. But by 11 September, just 43 days after the first directive had been issued to Marine Reserve units, *all* of the Marine Corps' Organized ground Reserve and a large portion of the air Reserve had been mobilized. Many Volunteer Reservists requested active duty; ultimately 60 per cent of this category of Reservists were on active duty.

As a result, when the First Marine Division, as a part of the Tenth Corps, assisted in the Inchon-Seoul landing later in September, the division totalled 23,000 men, a large part of which were Marine Reservists. Although Regular Marines were transferred from every possible source to bring the First Division to

Marine Reservists, Summoned To the Colors, Play Vital Role in Korean War Action

war strength within the necessary time limit, it had been necessary to utilize Marine Reserve personnel to fill the gaps. Termed one of the most technically difficult amphibious operations in modern history, the Inchon-Seoul operation could not have succeeded but for the mobilization of the Marine Corps Reserve. Since that time, Reserves and Regulars have fought side by side in Korea, served on active duty elsewhere.

On the first anniversary of their landing in Korea somewhere in the neighborhood of 13,000 casualties had befallen the Marines, far exceeding the number suffered during the entire Solomon Islands' campaign.

Today, approximately 29 per cent of the Marine Corps' total strength of personnel on active duty is made up of Reservists. Before the release program was initiated, nearly half of the personnel on active duty were Reservists. In Marine combat units in the Far East, 55 per cent of the officers and 27 per cent of enlisted personnel are Reservists who were ordered to active military service as a result of the Korean conflict.

Women Reserves have played, and continue to play, an important part in the Marine Corps Reserve.

When the male Marine Reserve units were ordered to active duty shortly after the outbreak of hostilities in Korea, the Women Reserves who were serving in the 13 Organized Women Reserve platoons throughout the United States were also called. These platoons were attached to the parent male Organized Reserve units.

In addition to the Organized Reserve platoons, women also served in the Volunteer Reserve. Although the Volunteers were not called involuntarily, many of them requested active duty when they saw their sister Marines in the Organized Reserve platoon called to the colors.

One woman gave up her job in Alaska and another came all the way from India to go on active duty as Marines.

Although the majority of women called to active duty fill administrative billets, others served as photographers, cartographic draftsmen, control tower operators, construction surveyors, radio repair technicians and recruiters.

Women officers for the Reserves are now chosen from college students and graduates, enlisted women of



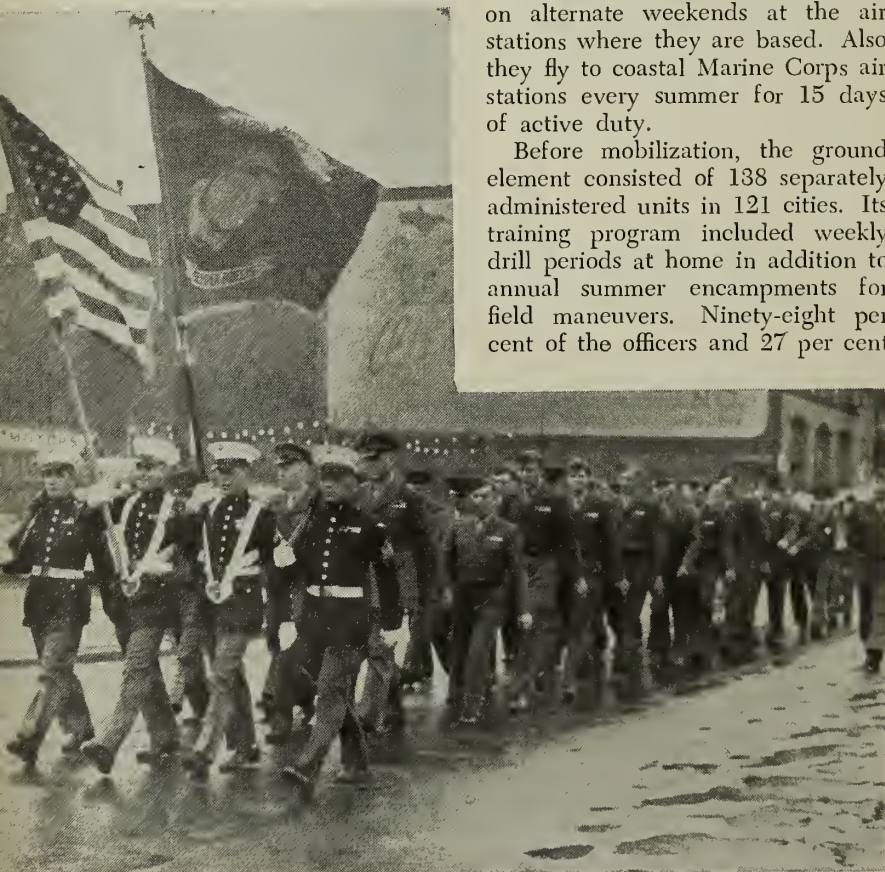
SCENES LIKE THIS were common as the entire Marine Organized Ground Reserve was ordered into service within weeks after outbreak of war in Korea.



REPLACEMENTS arrive by LST for those who fought from Pusan to Hungnam and back again. No 1st Division men had to spend a second winter in Korea.



KOREAN VETERAN, back for more, signs up for another hitch at Cumberland, Md., as his CO lends a hand.



JOHNNY COMES MARCHING HOME at Duluth, Minn., as 61 men of B Company, 4th Infantry Battalion, swing down main street on return from Korea.

the Regular Marine Corps and the Marine Corps Reserves.

In major cities throughout the nation, Organized Women Reserve platoons are again being formed. Once more a competent force is being readied which will be on call to serve, wherever and whenever necessary.

Before its depletion by orders to active duty, the Marine Corps Reserve consisted of a small number of Fleet Reservists, approximately 40,000 officers and enlisted personnel in the Organized Reserve, more than 85,000 officers and enlisted personnel in the Volunteer Reserve.

As with the Naval Reserve, officers and enlisted personnel are required to earn a minimum number of retirement points each year as set forth in Public Law 810. The training program schedule also is similar to that of the Naval Reserve.

Before being ordered to active duty, the aviation component of the Organized Reserve consisted of 30 fighter squadrons and 12 ground control intercept squadrons located at 25 naval air stations located throughout the United States. Members of the aviation squadrons train on alternate weekends at the air stations where they are based. Also they fly to coastal Marine Corps air stations every summer for 15 days of active duty.

Before mobilization, the ground element consisted of 138 separately administered units in 121 cities. Its training program included weekly drill periods at home in addition to annual summer encampments for field maneuvers. Ninety-eight per cent of the officers and 27 per cent



PILOTS too were called to fly the Corsair.

of the enlisted personnel were veterans.

The Volunteer Reserve consisted of Reservists who are not members of the Organized Reserve. Included within their makeup are ground and aviation, general duty and specialist officers and enlisted personnel, and men and women officer trainees. Male officer candidates are members of the Platoon Leaders Class, an officer procurement program conducted in accredited colleges and universities of the United States. Women candidates are members of the Women Marine Officers Training Class.

At present, ground units are being reactivated and aviation units built up to strength.

Planned strength of the Organized Marine Corps Reserve (ground) is only slightly larger than that prior to mobilization. However, the composition by type is considerably different. Principal changes are the inclusion of service type units.

Aviation Organized squadrons are being built up to the same complement that existed before the Korean conflict.

Training for the Organized Reserve will follow the pattern used prior to mobilization. Both ground and aviation units will conduct 48 paid drills annually and will attend two weeks' annual field training or annual maneuvers. In addition, selected personnel may be assigned to service schools.

Meanwhile, enlisted Reservists on extended active duty may, if they wish, make the switch from Reserve to Regular under the Marine Corps' current "integration" program. A

m Navy carriers like USS Rendova.

similar program for the integration of a limited number of officers has also been approved.

What about the Marine Corps Reservists now getting out? What do they think about the short notice they received? Will they stay active in the Reserve?

Perhaps Sergeants Alice Schmidt and Paul Schmidt can help answer these questions.

Both served with the Corps during World War II; both joined the 9th infantry Battalion, USMC, Chicago, Ill.; and both were called back to active duty the same day. They have again assumed the title of Mr. and Mrs. upon being released from active duty. And—each plans to be a member of the Marine Corps Reserve organization for a long time to come.

How about other Reservists? This is what they have to say:



TWO OF A KIND—Sergeants Alice and Paul Schmidt, who were called to duty on same day, fondle discharges before again assuming role of Mr. and Mrs.

"I served in World War II and I just returned from Korea where I was among the first Reserves to join the First Marine Division. I was a casualty twice, but when the time comes for me to reenlist in the Reserves, there'll be no hesitation. The slogan, 'Once a Marine, always a Marine,' still holds good for me, even though, of course, I'm not Regular, only Reserve."—Sgt. J. P. White.

"The way I look at it is this—in a short time I'll be released. The Corps

has found no further need for me and I am happy that I was ready and able to be of service in a time of need. With the help of God, I'll be ready and able should the call come again."—Sgt. H. P. McCabe.

"Myself and all the other guys that get out will probably join the Reserves."—Cpl. G. Arabian.

The general comments might be summed up something like this:

"Reenlist? Sure, why not? Think you're talking to children?"



RIGID TRAINING means preparedness. Left: Reserves learn their M-1. Right: On maneuvers, mortarmen 'sight in'.



'... STRIKING FORCES formed around the aircraft carrier give the U. S. Navy great retaliatory strength'—SecNav.

How You and Your Ship Fit into the Navy

DO YOU KNOW how you and your ship fit into the whole Navy setup?

You may have seen the General Order called "Organization of the Operating Forces of the United States Navy." This order, itself, is rather formal and factual in scope, but behind it is the masterpiece of planning and coordination that is known as the operating forces of the Navy. That is Uncle Sam's sea-going

enforcer, his world-wide persuader.

Let's say you're serving in a heavy cruiser operating in the Pacific. You know that she and three or four of her sister ships form a cruiser division. And that together with all the other cruisers and battleships of the Pacific they form a sizable section of the Navy called Battleships and Cruisers, Pacific.

Then take the other "sizable sections" working in your area of

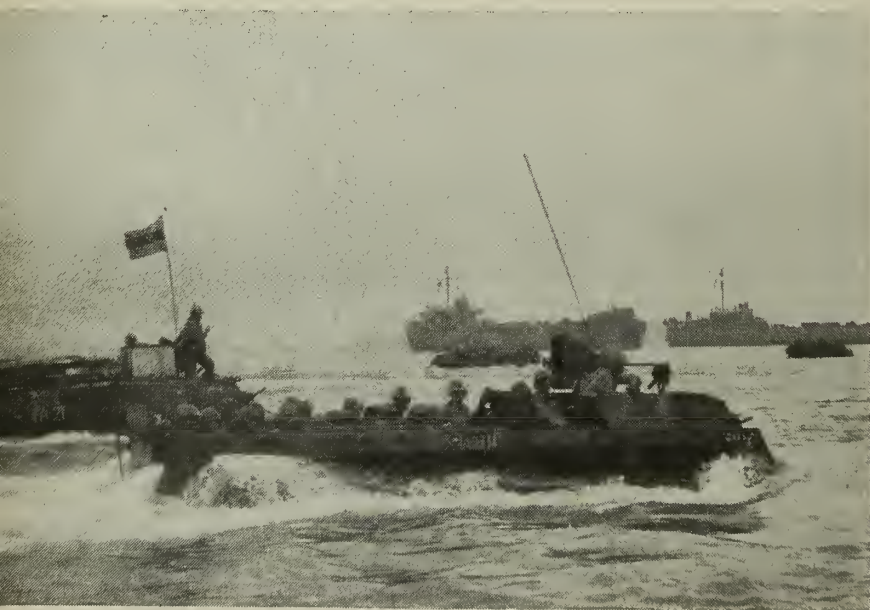
the globe—sections such as Destroyers, Pacific; Minecraft, Pacific; Air Force, Pacific; Submarines, Pacific; and Amphibious Force, Pacific—and you've got the *Pacific Fleet*.

But just as your cruiser is only one part of her division, the Pacific Fleet is only one part of the Operating Forces of the Navy. It has its counterpart in the *Atlantic Fleet*, which is similarly organized. These are just two of the components in the vast organization which is made up of more than a dozen components.

In over-all command of the Operating Forces is a naval officer who in one way has a disadvantage held by no one else in the Navy. He can go no higher in the Navy—while you can. He can't go higher for the simple reason that he's already at the top. His title is Chief of Naval Operations.

The Pacific Fleet is composed not only of ships and planes, but it also includes the outlying bases necessary for their support. In addition, it includes all the personnel, officer and enlisted alike, who man the ships, planes and bases. This holds true for other components of the Operating Forces as well.

These other components are important to you in a number of ways. First, you might very well be transferred to one of them on an instant's notice. Second, your ship might be



FLEET MARINE FORCE has the rugged job of hitting the beach. Here the First Marine Amtrac Division heads for Wolmi Island during the invasion at Inchon.

assigned to certain of them should the course of events take it to a different section of the globe. Third, the services performed by certain of these components have vital influence on the performance of your ship. In the fourth place, these other components are important to you—and to your nation—because all together they form a great fighting team.

Similar to and using the vessels of the Atlantic and Pacific Fleets are two naval units which are more compact fighting units and are geographically more far-flung. These are *Naval Forces, Eastern Atlantic and Mediterranean* and *Naval Forces, Far East*. At times not much larger than a task force, these forces are always at peak fighting efficiency.

Two other components of the Operating Forces are the Reserve Fleets. Nicknamed “mothball fleets,” there is one for each ocean of our two-ocean Navy. The ships assigned to the *Atlantic Reserve Fleet* and the *Pacific Reserve Fleet* furnish a great reservoir of ships ready to be put back into active service in the event of mobilization.

Prompted by the Korean outbreak, large numbers of the ships in the two Reserve Fleets were “demothballed,” recommissioned and now are units of our sea-going Navy. Also, from the Reserve Fleets come the fighting ships furnished to friend-

ly foreign nations under the Military Defense Assistance Program.

Another component of the Operating Forces is the *Sea Frontier Forces*. This organization is made up of the forces of the Eastern, Western, Caribbean, Hawaiian and Alaskan Sea Frontier Forces. The numbers of men and ships and the amount of equipment assigned to the various Sea Frontiers are greatly increased during wartime to meet their vital patrol functions.

If you should find yourself serving in a patrol craft during wartime, chances are that you’d be serving in a sea frontier force rather than in one of the fleets or “far-flung” forces. During peacetime the sea frontier forces handle air-sea rescue functions and many inter-naval district logistic activities.

Youngest but one of the largest of the components of the Operating Forces is the *Military Sea Transport Service*. This organization came into being late in 1949 when the Naval Transportation Service combined with the water transportation division of the Army Transportation Corps.

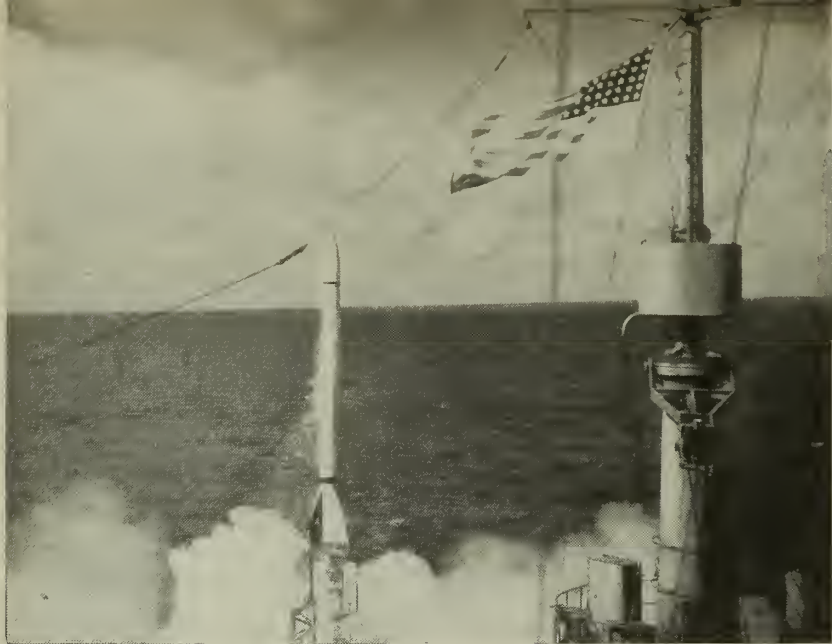
It’s probable that a tanker of this organization carried the fuel oil from the states to the pier where your ship did her last port-side fueling. Ships of MSTS carry equipment, fuel, personnel and provisions for all the armed forces. These last two items are especially important to



MSTS SHIPS like USNS Gen. M. B. Stewart (TAP 140) above, haul fuel, men and provisions to U. S. military units scattered all over the world.



RESERVE FLEET ships like these vessels huddled at Green Cove Springs, Fla., are also a part of the Operating Forces.



SPECIAL DUTY ships like USS Norton Sound (AV 11), here launching a Viking rocket during a test, perform unique and important missions for the Fleet.

you because one of the passengers might be your relief and some of the provisions might be your next meal.

A component of the Operating Forces that provides preferred duty for men who favor smaller naval craft is the unit known as *Ships and craft assigned to naval districts and river commands*. These include such craft as harbor tugs, garbage and ammunition lighters, fuel oil and gasoline barges and a wide variety of other type craft, plus vessels for training members of the Naval Reserve.

The *Fleet Marine Forces* also form a component of the Operating Forces. Many people mistakenly believe that only the Marine detachments stationed on board the larger combatant ships are members of the FMF. The fact is that the thousands of marines belonging to the 1st and 2nd Marine Divisions and the Marine Airwings are also members of the FMF. Ask a marine about this subject and he'll probably reply something to the effect that all marines except those assigned to a camp or a post belong to the FMF.

Actually the *Fleet Marine Forces* are a unit of the Navy's fleets or forces, such as the Atlantic Fleet or Naval Forces, Far East. However, because of their specialized and integrated setup they are considered an individual operating force.

Rounding out the 13 different components of the Operating Forces of the Navy are the *Coast Guard* (when operating as a part of the

Navy), *Special duty ships and craft*, and *specialized units and other fleets and forces as required*.

The Coast Guard is now operating under its peacetime boss, the Treasury department. During both World Wars it operated as a part of the Navy—during World War II for more than four years.

Smallest of the existing components is the *Special duty ships* organization. This is admittedly a catch-all, encompassing such ships and units that don't fit snugly into one

of the previously mentioned organizations. An example of this would be one of the Navy ships on an Antarctic expedition.

Two wartime forces furnish an example of *Other fleets and forces as required*. Operating in a far corner of the Pacific was Allied Naval Forces, Southwest Pacific; operating in southern Atlantic waters was Naval Forces, South Atlantic.

Looking over the list of the various organizations that form the Operating Forces of the Navy, you might think they covered just about every section of the Navy. The Operating Forces, however, form only one side of a triangle. It is joined to two other sides, representing the Navy Department and the Shore Establishment. This triangle is the Navy, technically, the Naval Establishment.

The Navy Department is the central executive authority, located in Washington, D. C. It is formed of the various boards, offices and bureaus along with the Headquarters of the Marine Corps.

All activities of the Naval Establishment not a part of the Navy Department and not assigned to the Operating Forces belong to the Shore Establishment.

Both of these last two sections of the Naval Establishment, you may be pleased to know, exist for the purpose of supporting the side of the triangle you serve in—the Operating Forces.



YARD CRAFT — in this case a tug easing a lighter up to a wharf at the Naval Gun Factory — do a wide variety of odd jobs in and around the Navy's ports.

LETTERS TO THE EDITOR

Recruiting Duty for Waves

SIR: I know there is a long waiting list of male personnel desiring recruiting duty, but I would like to know if there is also a list of Wave personnel applying for this duty. Can commandants of naval districts order Wave personnel to the Navy Recruiting Service within the district or are these billets strictly BuPers assignments? Are there any special requirements for this duty?—M.G.H., PN1, USN.

• The assignment of personnel, male and female, to the Navy Recruiting Service is under cognizance of Chief of Naval Personnel.

Enlisted female personnel who qualify for rotation may submit a request for assignment to recruiting duty. Such requests will be submitted on the regular shore duty request form, NavPers 2416, and the forwarding endorsement by the CO must include all information desired by Art. C-5208, BuPers Manual. Enlisted Waves are assigned duty at each of the 43 main Navy Recruiting Stations.

The present waiting list is nearly exhausted and requests are desired from Wave personnel who are qualified for rotation in accordance with current regulations and who are considered desirable for assignment to independent duty.

Enlisted personnel will be carried on one eligibility list at a time. Personnel on other rotation or special assignment lists should, therefore, request removal of their name therefrom prior to or concurrently with submitting their request for recruiting duty.—Ed.

Service Numbers Not Reissued

SIR: Another sailor told me that he was issued the service number of a dead person. I doubt his story as I was taught that once a service number is issued to one person, that number is never reissued, even after the death of that person.—T. R. W., DK3, USN.

• Your grounds for doubt are well based. A service number is never re-assigned to a second person.

You might point out to your friend the exceedingly few times that service numbers between 100-00-00 and 199-99-99 are now seen on muster rolls or other records. In fact, only about 100 active duty enlisted men carry these low numbers. Old-time sailors were assigned those numbers and keep those numbers, even in death.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Age Limits for LDOs

SIR: What are the age limitations for limited duty officer applicants? Could you tell me why the age limitations were set up?—E.D.S., ADC, USN.

• For enlisted LDO applicants the age limitation is 35 years. For those now serving as temporary officers in the grade of ensign or above, the age limitation is 38 years. This is also the age limitation for LDO applicants who previously served in temporary grades above ensign.

These age limitations were established by the Secretary of the Navy to insure that an incompatible difference in age would not exist between the LDOs and other officers of the line or staff corps. Another reason behind these limitations was so that age limitations set by law for appointment of permanent warrant officers would not be exceeded by those for LDOs.—Ed.

What Abbreviations Mean

SIR: I have two questions which I'd like you to answer. (1) What do the abbreviations AP, APA, APC and such stand for in regards to Navy ships? (2) How many cruisers has the United States sold to South American countries.—W.I.E., SA, USNR.

• The abbreviations you list mean transports. Here is a break down:

AP—Transports

APA—Attack transports

APC—Small coastal transports

APD—High speed transports

ASSP—Submarine transports

The letters "AP" are used also in connection with barracks ships for personnel. An APB is a self-propelled barracks ship. An APL is a non-self-propelled barracks ship.

You may have seen the letters "T-AP" or "T-APA". The "T" means that the transport or attack transport is assigned to the Military Sea Transportation Service.

Under the Military Defense Assistance Program, six cruisers have been sold to South American countries. A pair each went to Argentina, Brazil and Chile.—Ed.

Requesting Duty in Japan

SIR: I am interested in being assigned duty with a Fleet activity in Japan. At present I am on a tour of shore duty at an east coast naval training station. My normal tour of duty expires this month.

How do I go about requesting duty in Japan? Is there a waiting list for such duty?—H.P.J., SK1, USN.

• You have a two-fold problem. First, you must obtain a Pacific Fleet assignment upon completion of your present tour. Second, you must qualify for, and request an assignment to, overseas duty in Japan.

Upon completion of your present tour of shore duty you will be reported to BuPers as available for transfer to sea duty. At any time thereafter, you will be assigned to sea duty in accordance with the needs of the service.

Your duty preference will be indicated on the Shore Duty Survey Report. BuPers Circ. Ltr. 36-50 (NDB, January-June 1950) gives full information on this report. Preferences are given consideration consistent with the needs of the service.

EMs are assigned to overseas duty in Japan from among those personnel available in Pacific Fleet units by ComServPac. ComServPac maintains a waiting list for this purpose. One of the requirements for this waiting list is a minimum of one year sea duty since last shore duty or overseas duty.—Ed.

Mustering Out Pay

SIR: According to the ALL HANDS article on mustering out pay—October 1951, page 53—I figured that when I am discharged I will be entitled to \$100 MOP. This is my second period of service with the Navy. When I was first discharged I received \$200. After my discharge I enlisted in the Reserves in May 1947. I returned to active duty in October 1950. Am I eligible for mustering out pay?—W.S.M., TN, USNR.

• To be eligible you must have served on active duty sometime between 7 Dec 1941 and 30 June 1947. Persons enlisting or reporting for active duty after 1 July 1947 are not eligible for MOP. Since you returned to active duty in October 1950, although enlisting in Reserve status in May 1947, you are not eligible for MOP. BuSanda Manual, paragraph 54165-4, item 13, prohibits payment of MOP to "members entering active service on or after 1 July 1947".—Ed.

Your Personnel Office Has the Answers to Your Questions

Have you tried the personnel office at your ship or station before sitting down to write a "letter to the editor"?

In about nine out of 10 cases, the personnel office will be able to answer your queries much faster, since it not only has your records, but the official rules and regulations. And your personnel office is closer to you than the ALL HANDS editorial office.

Questions on procedure, qualifications for special duty, requests for schools, detailing and transfers of enlisted personnel—all these can be answered usually at any shore-based activity and ship's office.

To cite another example, ALL HANDS receives large numbers of letters asking about service ribbon qualifications, battle stars for certain ships and units, citations, awards, etc. In your personnel office, on any ship or station, is a publication entitled *Decorations, Medals, Ribbons, and Badges of the U.S. Navy, Marine Corps and Coast Guard* (NavPers 15790). This book can answer all questions of this nature, except the latest information covering the Korean war. Requests for determination as to individual eligibility for

campaign and service medals should be submitted by letter to the Chief of Naval Personnel.

If you can't get an answer by checking first with your personnel office because of the special circumstances of your query, ALL HANDS' staff will, of course, be glad to help on the tough ones. However, from 400 to 600 letters are received every month from ALL HANDS readers. Only 40 to 50 letters and answers can be printed, and these must be of service-wide interest.

In many cases your questions may be answered on the spot when you refer to *BuPers Manual*, or current directives such as BuPers circular letters, Alnavs, joint letters of Navy-MarCorps, etc., all of which are published in the Navy Department Bulletins (NDB). NDBs are issued on the fifteenth and the last day of each month. Every six months all NDBs of that period are published in a cumulative edition.

Finally, you can check your ship or station library in back issues of ALL HANDS. Many questions have already been answered.

Training for UDT Duty

SIR: I am interested in the Navy's underwater demolition training program and I am aware of the qualifications necessary for this type duty. However, I can not find information regarding the curriculum of the training program. What is the average number of personnel who qualify for UDT duty after finishing the training? What are the types of work accomplished in this line of duty and the hazards involved? Is there a certain period of obligated service required to take UDT training?

Will you refer me to additional sources of information about UDT activities to help me determine my naval career?—R. W. S., SN, USN.

• *Commander Service Force Atlantic Fleet Notice 1510, 9 Nov 1951, announced scheduling of classes and procurement of personnel for underwater demolition team candidates, Class VIII.*

It is suggested you obtain access to this notice (through your personnel office) for information. In addition, the following brief description outlines the subjects studied in the UDT training program:

- *History and administration of UDTs.*
- *Demolition safety precautions, missions, types of explosives, detonating assemblies and various types of blasting and disposal.*
- *Various types of reconnaissance.*
- *Practical operations.*
- *Small boats seamanship.*
- *Physical activities including swimming, judo, military drill and other physical conditioning exercises.*
- *Visual communications and use of electronic equipment.*
- *New Developments for use by UDTs.*
- *Map reading.*

For information about the type of work accomplished by UDTs, the number of personnel who qualify, and the hazards involved, you may refer to ALL HANDS, May 1950, p. 2, for the article "Demolition Demons," and to November 1947, p. 10, for the article "Warrior in Trunks."

Requirements, if any, for extension of military service while serving in UDT duty for enlisted men of the Atlantic Fleet are established by Commander Service Force, U. S. Atlantic Fleet, Administrative Headquarters, Bldg. 142, Naval Base, Norfolk 11, Va.—ED.

Collar Devices on Shirt

SIR: I would like to know whether or not officers are allowed to remove the collar devices on the khaki shirt when wearing the green or khaki blouse.—E. A. Mc., LTJG, USN.

• *Officers are not allowed to remove the collar devices from the khaki shirt when wearing the service dress, khaki uniform or the aviation winter working green uniform.—ED.*

John Doe vs. Doe, John

SIR: The *Navy Correspondence Manual* indicates that in correspondence you should arrange an enlisted man's name as John Charles DOE, 999 99 88, MM2, (31111-24), USN, but the *BuPers Manual* indicates that it should appear as DOE, John Charles, 999 99 88, MM2 (MM-4242-25), USN. Which is correct? In the heading designation "From" which should be used?—W.P.C., PNC, USN.

• *Both are correct, dependent on how they are used.*

DOE, John Charles, 999 99 88, MM2, (MM-), USN, will be used in the subject line and in an alphabetical listing in the body of a letter.

John Charles DOE, 999 99 88, MM2, (MM-), USN, will be used in business letters where there is no subject line.

John Charles DOE may be used in the body of any letter.

DOE, John Charles is used in the "from" line in official correspondence.

Future changes in the Navy Correspondence Manual are expected to expand instructions.—ED.

Disability and Active Duty

SIR: Will you please answer two questions for me? (1) I was a disabled veteran with a service-connected disability of 10 per cent, in the inactive Reserve when I received orders to report for active duty. According to the *BuPers Manual*, Naval Reservists in receipt of pensions, disability allowances, etc., are not permitted to participate in Naval Reserve activities in a pay status. Would you please interpret this directive as it pertains to my case? (2) I was injured during a gunnery drill as our ship was entering one of the Philippine invasions. I received no treatment for the injury at the time, but after being discharged I was under treatment for the injury for one year at a VA hospital. A claim was established and the VA granted me a 10 per cent disability pension. The injury has been substantiated by witnesses at the scene of action to the satisfaction of the VA. Am I eligible for the Purple Heart Medal?—L.F., YN3, USNR.

• (1) *The fact that you were receiving disability compensation does not of itself preclude your being ordered into active military service. However, it is necessary that you elect, at the time of reporting for active duty, whether you will receive the active duty pay of your rate or continue to receive the compensation allowed you. You may not receive both amounts.*

(2) *It is impossible to say, on the basis of your letter alone, whether or not you are eligible for the Purple Heart Medal.*

Regulations for awarding this decoration state that the medal will be award-

ed to persons who, while heretofore or hereafter serving in any capacity with the Navy, Marine Corps or Coast Guard of the United States, are wounded in action against an enemy of the United States, or as a result of an act of such enemy, provided such wound necessitates treatment by a medical officer.

If injury meets the above requirements, application for the Purple Heart Medal should be addressed to the Chief of Naval Personnel, via the Bureau of Medicine and Surgery, giving full name, rating, date wounded, and any pertinent information you may have concerning treatment received. Upon receipt of your formal application, consideration will be given as to your eligibility for the Purple Heart.—Ed.

Command and Medical Officers

Sir: If all the ship's officers, except the medical officer, were killed in battle would he take command? Or would the senior petty officer take command?—H.D.T., CT1, USN.

• For the answer to this poser it's necessary to go to Navy Regs.

A person in the naval service, even when on leave, may exercise authority when he is a senior officer (line or staff corps) at the scene of a riot or other emergency, or when placed on duty by such officer. That's what Art. 1316 (the Exercise of Authority article) has to say about the subject.

In the event of other circumstances not provided for in these regulations in which persons in the naval service are involved and the exercise of naval authority is necessary, the senior officer in the naval service at the scene assumes command. And if there should be no commissioned officer at the scene, the senior warrant, petty, or non-commissioned officer present should assume command. All this is indicated by Art. 1332.—Ed.

Foreign Language Training

Sir: Are there any Navy foreign language schools open to enlisted personnel?—G. O. E., SN, USN.

• In general, no foreign language instruction is available to enlisted personnel and no applications for this training are desired.

A limited number of spaces are reserved at the Naval Intelligence School, Washington, D. C., however, for the training in foreign languages of enlisted personnel who have been nominated for certain foreign service billets by the Chief of Naval Operations. The number of enlisted personnel who are trained under this program is small.

Selection of candidates is on an individual basis governed by the special requirements of the billet under consideration and the qualifications of the individual.—Ed.

FN to CN

Sir: I would like to have my rate changed from fireman (FN) to construction man (CN). My enlistment will soon expire. If I reenlist in the Regular Navy could I come in as a CN? If the answer to this question is "no," would you give me some information on getting my rating changed?—L.W.B., FN, USN.

• The answer to your reenlistment question is "no." USN reenlistments under continuous service conditions may be effected in only the rate held at time of latest discharge. If you are discharged as an FN, you will be reenlisted as an FN.

To become eligible for change in rate to CN, an FN must be graduated from a Construction Battalion school or be assigned to an organized Construction Battalion activity for in-service training. Article C-7213, BuPers Manual, and BuPers Circ. Ltr. 12-50 (NDB, January-June, 1950) contain full information on the subject of a change of rating.

Here's the pitch in a small package—request for transfer to an appropriate school or to a Seabee activity may be submitted to the appropriate administrative command via your CO. If you are assigned to a Seabee school, a change in rate to CN and assignment of appropriate rate symbol will be effected upon

Who Can Wear the PUC?

Sir: During World War II, I was serving aboard a destroyer that had been awarded the Presidential Unit Citation. Although not being a crew member at the time of the award, I was entitled to wear the PUC ribbon without the star. The ship was decommissioned in 1945. I would like to know if I am still entitled to wear that PUC without star.—K.H.S., RD2, USN.

• No, you are not entitled to wear the Presidential Unit Citation after leaving the ship. Section 20, paragraph 6(d)2 of Decorations, Medals, Ribbons, and Badges of the U.S. Navy, Marine Corps and Coast Guard (NavPers 15,790) states, "Personnel attached to the cited unit but not present or participating in the basic action or actions and personnel who subsequently join the cited unit shall wear the citation ribbon without star and then only while attached to that unit."—Ed.

graduation from the course of instruction.

If you are assigned to a Seabee activity for duty, consult your new division officer or personnel officer in regard to procedures for requesting change in rate.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss General J. R. Brooke* (AP 132): A reunion of all officers and enlisted men, and their wives, is planned for 2 or 3 May 1952, in San Francisco, Calif. Persons interested may contact George R. Bell, 249 Cambridge Ave., Berkeley, Calif.

• *uss Barton* (DD 722): All former crew members interested in a reunion to be held in the near future, with time and place to be decided may contact Adolph Koepel, 66 Court St., Brooklyn 2, N. Y.

• *uss Concord* (CL 10): Former members interested in a reunion, with time and place to be decided, may contact Philip A. Smith, 1336 E. Livingston Ave., Columbus 5, Ohio.

• *uss Yorktown* (CV 10): Personnel who served in *uss Yorktown* will hold their fifth annual reunion in New York City, 25 to 27 Apr 1952. All former shipmates of the aircraft carrier are urged to set aside those dates and obtain further information from the Yorktown Association, Inc., care of George Bernard, New Equip-

ment Digest, 60 East 42nd St., New York 17, N. Y.

• *uss LST 315*: All members interested in a reunion with date and place to be announced, (suggested date: 3 Feb 1953, the 10th anniversary of commissioning in Brooklyn, N. Y.) please contact L. B. Christian, care of Christian Printing Co., Durham, N. C.

• *uss Housatonic* (AO 35): The third annual reunion of the AO 35 Club will be held 1, 2, 3 Aug 1952. All officers and crew members are asked to write to W. C. Sink, 1012 S. Herrod Ave., High Point, N. C., for information regarding this club. Please give name, rank or rating, and full address.

• *uss LCI 673*: All members interested in a reunion to be held in the near future with time and place to be decided, contact John H. Norton, New Clamptt Bldg., Fairfield, Conn.

• *USS Pigeon* (ASR 6) Asiatic Fleet: All shipmates interested in a reunion to be held in the fall of 1952 at the home of Captain R. E. Hawes, USN, in Thomson, Ga., may contact CHIPCLK K. A. Buchanan, USN, SubGroupOne, LantRes-Flt, Green Cove Springs, Fla.

Oak Leaves and Acorns

SIR: I have been asked many times about the background and significance of the Dental Corps insignia. Upon a superficial investigation of *Uniform Regulations*, I note that almost all the staff corps insignia are composed of oak leaves and acorns. I would like to know why these symbols are used and why they are so arranged.—W.J.J., LTJG, DC, usn.

• Since the days of wooden-hulled vessels, the oak has been considered by navies of the world as one of the most durable of shipbuilding timbers.

It is natural, then, that the "sturdy oak" should be used by seafaring men as a symbol of the character and physique necessary in their profession. It is natural, also, that it should become symbolic of heroism in a decoration.

In the early usages, the oak leaf was adopted as being symbolical of the tree itself. The acorns represented the seed of sturdiness which was imparted by officers or leaders to their crew members. The oak leaf, coupled with acorns, became a decoration of seafaring men engaged in the hazardous task of defending their country and protecting their merchant marine.

The use of the oak leaf in the U.S. Navy dates from about 1830 when this symbol was embroidered in gold to designate rank or corps.

The Medical Corps leaf itself was established about 1862. In 1912 when the Dental Corps was established and dental officers became a separate corps in the Medical Department of the Navy, appropriate insignia were developed to differentiate them from medical officers. At present there are four corps in the Medical Department of the Navy. They are distinguished as follows:

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, All Hands), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order.

- Patrol Squadron 861, NAS Jacksonville, Fla., is producing a 120-page souvenir book covering the history of the unit, its personnel, travels and activity. The book, entitled "The Cruise" began distribution 1 Feb 1952. Copies may be purchased for \$3.95, postpaid. Orders with remittance should be addressed to Commanding Officer, Patrol Squadron 861, Navy 214, Fleet Post Office, New York, N. Y.
- USS Oriskany (CV 34)—The Mediterranean cruise from 15 May to 4 Oct 1951 is covered in a large cloth-bound 172-page volume. The souvenir book may be ordered direct from the printers. Orders should be addressed to Albert Love Enterprises, 1090 Capitol Ave., Atlanta, Ga.

- Medical Corps—leaf with acorn superimposed.
- Dental Corps—leaf with two acorns attached.
- Medical Service Corps—leaf with twig.
- Nurses—plain leaf.

The shape of the leaf is the same in each case.

Incidentally, oak leaf "clusters" are awarded by the Army and Air Force in lieu of additional medals, whereas the Navy and Marine Corps use gold stars.—ED.

Wants LTA Duty

SIR: What are the physical requirements for enlisted personnel to obtain lighter-than-air craft duty? Is the rating of teleman or teleman striker used in this type of duty?—F.F., TESN, usn.

• At the present time there are no billets for the TE rating in the airship organization. However, billets do exist for the TE rating at naval air stations supporting airship activities.

Candidates for training at the U.S. Naval School, Airship (non-pilot), Class "C", must meet the physical requirements as set forth in the Manual of the Medical Department. Personnel serving in billets supporting airship activities and not trained as airship specialists are required to meet only the physical requirements for entry into the Navy.—ED.

Reserve PT Squadrons

SIR: Are there any operating PT squadrons which a Reservist may join after being released from active duty?—L. A. D., TN, usn.

• There are no special motor torpedo boat units in the Naval Reserve. Rate training and practical work at sea and in small boats, however, are offered to Reservists who qualify for Organized Reserve status.

This training goes on at the country's 315 Naval Reserve Training Centers, many of which include both Organized Surface and Submarine divisions. There are also numerous Volunteer Reserve drilling units which provide training opportunities on a volunteer non-pay basis (primarily on a lecture and classroom basis).

Information on Reserve units nearest your home town may be obtained by writing your district commandant.—ED

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Naval Courtesy—Ashore and Afloat

WHAT SETS OFF the military man or woman from the non-military? The uniform? Yes, to a degree—but the true military man is set off to an equal degree by his observance of the courtesies of the service.

The Navyman who knows his naval courtesy not only makes a good appearance; he knows the satisfaction of feeling self-assured in ceremonies that range from daily practices to events of national importance.

Your knowledge of naval courtesy can do a lot for you. In addition to building up your self-confidence, and avoiding embarrassing situations in your everyday life, it marks you as a person with self-respect, plus the respect of the people about you, whether they be military or civilian.

Naval courtesy takes many forms. It encompasses rules of etiquette, matters of custom, compulsory procedures during honors—and practices that combine all three. Naval courtesy is at work when you stand while talking to a senior or when you open a door for a woman—you'd do the same in civil life. Naval courtesy is also at work when a ship's band plays the national anthem of foreign men-of-war that might be present or when men in ranks stand at attention and their leader renders a salute.

In the following pages ALL HANDS presents a summary of the rules of naval courtesy that are considered proper in the Navy of today. The last such roundup was contained in

the July 1949 issue. In some cases practices differing from those in the 1949 summary have taken effect. For instance, the "salute to the quarter-deck" is no longer rendered nor is the "salute to the ensign" rendered between evening and morning colors.

Some of the practices listed here are not found in any publication, official or unofficial. They are part of the Navy's "unwritten" traditions and customs. In many cases, these practices represent opinions of Navy Department officials or they are merely adaptations of practices followed in polite society. Certain portions follow closely *Navy Regs*, the *Landing Party Manual*, the *Bluejacket's Manual* or "The Flag Code" (Public Law 829).

What lies behind these courtesies? Why do these naval courtesies exist? Naval courtesy means discipline and uniformity. With it, a group of men and women are "Navy people"; without it, they would be just another group of people.

Naval courtesy provides an outlet for displaying respect or regard for a senior, the national anthem, the national ensign—or an honored tradition. In naval courtesy there is no implication of servility or humbleness. *Navy Regs* points this up when it says, "The hand salute is the long-established form of greeting and recognition exchanged between persons in the armed services."

Many of the courtesies go back a long way. Take saluting. It goes back so far that no one is sure just where it started. One theory is that it goes back to the early 1500s and central Italy, when the Borgias and their playmates were doing one another in with poisons, daggers and other "under-handed" ways. So a Roman, when among friends, would lift his hand and open the palm to show he was hiding nothing and all could rest easy. Another school holds that saluting began with the knights of old. It was customary then for armed Knights to raise their visors. This gave other knights a look at their faces and provided recognition. From there, the gesture evolved into one of touching the cap peak.

SALUTING

- What individuals are naval personnel required to salute?

Naval personnel are required to render a salute to officers (including warrant officers) of the Navy, Army, Air Force, Marine Corps, Coast Guard and to foreign military and naval officers whose governments are formally recognized by the Government of the U.S. Reserve officers of the armed services and the National Guard are rendered a salute when in uniform.

- Do officers of the Coast and Geodetic Survey and Public Health Service receive a salute?

Public Health and Coast and Geodetic Survey officers, when serving with the armed forces of the U.S., should be saluted by naval personnel.

- In addition to the use of the salute as a means of recognition and respect between military and naval personnel, under what other conditions is the salute given?

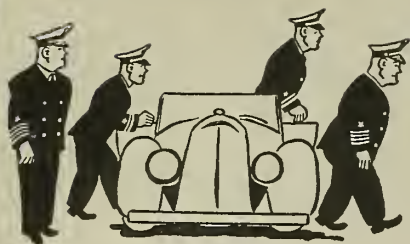
Salutes are rendered the national anthem and the national ensign. The special circumstances and conditions for saluting and other courtesies are:

- What are the different kinds of salutes?

There are five types of salutes rendered by naval personnel. They are: *hand*; *rifle* (at order arms); *rifle* (at right shoulder arms); *rifle* (at present arms) and "*eyes right*." "Eyes right" is a form of salute for men in ranks. It is executed only upon command. Ships "salute" each other in passing honors, etc.



ETIQUETTE ASHORE



ENTER AND LEAVE CAR IN SAME ORDER AS BOAT (JUNIOR FIRST IN, LAST OUT)



REMOVE CAP ON ENTERING AN OFFICE OR ROOM



JUNIOR OPENS DOORS FOR SENIOR AND FOLLOWS HIM

THIS IS LT. COMDR. SMITH MR. SMITH IS AN OLD SHIPMATE OF MINE.



INTRODUCE OFFICERS TO CIVILIANS BY THEIR MILITARY TITLE



IT IS COURTEOUS TO ASK PERMISSION OF SENIORS AND OF LADIES BEFORE SMOKING



IF SENIOR STOPS AT YOUR TABLE REMAIN STANDING UNLESS HE INDICATES OTHERWISE



INTRODUCE JUNIORS TO SENIORS, MEN TO LADIES YOUNG TO OLD



RISE TO ACKNOWLEDGE INTRODUCTION

Salutes To The National Anthem

A discovery made by most service personnel long before they put on their first uniform is that at a ceremony where the "Star Spangled Banner" is being played, the eyes of the crowd are on the person in uniform. In such cases it is exceedingly important to conduct yourself in the proper manner. It looks well when all the naval personnel in a crowd of people do the same thing—even though they may be scattered throughout the crowd.

• When the national anthem is played OUTSIDE a building and the flag is NOT displayed, what salute is required?

Military personnel not in formation face the music and render the hand salute. In formation, the officer-in-charge orders "attention" and he renders the appropriate hand or sword salute for the formation. When marching in the immediate vicinity of the ceremony, the formation is brought to a halt and the officer-in-charge renders the appropriate salute. Men in civilian dress stand, remove headdress, if covered, and salute by placing the hat in front of the left shoulder with the hand over the heart; women, with or without headdress, stand and place the right hand over the heart. Aliens stand at attention.

• If the national anthem is played outside and the flag also is displayed, what is the proper salute?

The saluting formality is the same as above except all persons face toward the flag instead of the music. The O-in-C of a formation faces the flag when saluting and the formation remains at attention in the position in which they were halted. Aliens stand at attention.

• How long should a salute to the national anthem be held?

In all cases when the national anthem is played, salutes will be held from the first note of music until the last note.

• What are the prescribed forms for salutes if the national anthem is played during a ceremony inside a building in which the national flag is brought forward and presented to the audience, and then retired?

The audience, civilian and uncovered military personnel, will stand, face the flag, and render the "right hand over the heart" salute from the first note to the last.

Military personnel under arms ex-

ecute the "rifle, present arms". Those with side arms or covered render the hand salute. Should a military formation be present, the officers in charge will render the salute. If the audience is all or predominantly military personnel, the O-in-C will call "attention" and he may order all personnel (covered and/or uncovered) to render the hand salute or he may salute for the audience. Salutes are held until the flag ceremony is completed.

• *How do aliens in the audience show respect to the national anthem and the flag during this ceremony?*

Aliens show respect by standing at attention.

• *What are the proper forms for salutes when the national anthem is played during a ceremony inside a building and the flag is NOT displayed?*

All persons stand and face the music. Military personnel under cover render the hand salute. When uncovered, military personnel stand at attention and face the music. All persons stand at attention and hold the position of salute from the first note to the last.

• *What is the procedure for persons in a boat during the playing of the national anthem?*

In boats, only the boat officer—or in his absence, the coxswain—stands and salutes upon the playing of the national anthem. Other members of the crew and passengers who are already standing, stand at attention. All others remain seated.

Personnel standing at attention in a boat during the playing of the national anthem do not render the "hand-over-heart" salute, even though dressed in civilian clothing. This is an exception to the general rule.

• *When the national anthem of a foreign country is being played, what marks of respect are shown?*

The same marks of respect prescribed for observance during the playing of the "Star Spangled Banner" are shown toward the national anthem of any other country formally recognized by the Government of the U.S.

• *Do the above rules concerning salutes to the national anthem apply every time one hears it played, even when a person is in the privacy of his home, or when he hears it being broadcast while out of doors?*

Only during a formal rendition of the "Star Spangled Banner" do the rules given above on saluting apply.

If a member of the naval service was walking past a music store and he heard a phonograph record of the national anthem being played, he would not come to a halt and salute nor would he do so in his own home. However, at public gatherings where the anthem is being broadcast as part of the ceremony, he would render the required honors.

• *Is there a prescribed number of stanzas of the national anthem to be played at formal ceremonies?*

When a band of the armed services plays the national anthem, all three stanzas are played. Incidentally, a band never plays the national anthem while marching. On other formal occasions when the anthem is played, one or more stanzas may be played.

Salutes To The National Ensign

Perhaps the greatest number of salutes to the ensign are rendered during colors. This is the ceremonial hoisting and lowering of the ensign at 0800 and sunset at a naval command ashore or on board a ship of the Navy not underway. At naval stations or on board ships where a band is present, the national anthem is played during this ceremony. Consequently, the rules for salutes during the playing of the national anthem apply.

• *Is there any musical ceremony other than the playing of the national anthem during salutes to the national ensign?*

At most ships and stations, when there is no band present, "To the Colors" is normally played by the bugle at morning colors. At evening

colors "Retreat" is played by the bugle. As an alternative on these occasions, "Attention" is sounded on the hand whistle.

• *What is the procedure for salutes at colors when no band is present?*

Persons in the naval service stand at attention and face the ensign. When covered they come to the salute at the first note of "Attention" on the bugle or the hand whistle (a single blast) and remain at the salute until "Carry On" (three blasts) is sounded on the bugle or hand whistle. Persons in ranks come to the salute together, by command.

• *What is the procedure for persons in boats during colors?*

During colors, a boat underway within sight or hearing of the ceremony either lies to or proceeds at the slowest safe speed. The boat officer—or in his absence, the coxswain—stands and salutes, except when dangerous to do so. Other persons in the boat remain seated or standing and do not salute.

• *What is the procedure for persons in vehicles during colors?*

Vehicles within sight or hearing of the ceremony of colors are stopped. Persons riding in a passenger car or in a motorcycle remain seated at attention. Occupants of other types of military vehicles remain seated at attention in the vehicle. The person in charge of each such vehicle (other than the driver) gets out of the vehicle and renders the hand salute.

• *What symbol of respect to the national ensign is shown on board ship?*

A salute to the national ensign is rendered by persons in the naval service coming on board or leaving a ship of the Navy. This salute is rendered only if the ensign is flying.

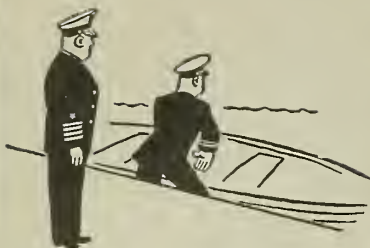
• *What is the proper procedure for rendering this salute on boarding or leaving a ship?*

On reaching the upper platform of the accommodation ladder or the shipboard end of the brow or gangplank, you stop, face the ensign and render the salute. Following this, the officer of the deck is saluted. On leaving the ship, these salutes are rendered in reverse order. The OOD returns both salutes in each case. Follow the same procedure on board foreign men-of-war.

• *Does an enlisted man acting as officer of the deck or junior officer of the deck rate this salute?*



BOAT ETIQUETTE



**ENTERING BOAT, JUNIORS GO FIRST
LEAVING BOAT, SENIORS GO FIRST**



**ALWAYS STAND WHEN A SENIOR
ENTERS OR LEAVES A BOAT**



**SENIORS ARE ACCORDED THE
MOST DESIRABLE SEATS**



**ALWAYS OFFER A
SEAT TO A SENIOR**



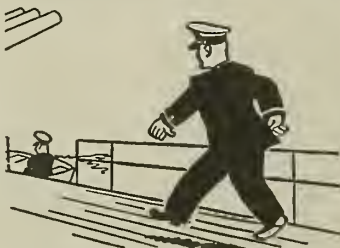
**IF BOAT IS TOO CROWDED AND YOU
ARE JUNIOR, CATCH NEXT BOAT**



**WHEN A SENIOR OFFICER IS
PRESENT, DO NOT SIT IN STERN
SHEETS UNLESS ASKED TO DO SO**



**DON'T CROSS BOWS, CROWD, OR IGNORE
PRESENCE OF A SENIOR**



**DON'T MAKE LAST-MINUTE DASH
GET INTO BOATS BEFORE
LAST BOAT GONG-**

When an enlisted man is officer of the deck or a representative of the OOD he is entitled to receive and required to return salutes the same as a commissioned officer.

• *What are the rules for saluting the national ensign when it is being hoisted and lowered, or passing in parade?*

During the ceremony of hoisting or lowering the ensign or when the ensign is passing in a parade or in a review, all out of doors should face the ensign, stand at attention and salute in the appropriate manner (see below). The salute is rendered during the entire period of hoisting or lowering, and in a parade the salute to the flag is rendered at the moment of passing.

• *What are the regulations for members of the armed services (men and women) when in uniform and the national flag is hoisted, lowered or passing in parade?*

Personnel in uniform rise and come to attention if seated, halt and come to attention if walking, face the flag and render the military hand salute.

Personnel under arms, not in formation, and with a rifle, present arms; with side arms, they give the hand salute.

In marching formations, the troops are brought to halt if marching, and to attention, order arms, when stationary, and the officer-in-charge renders the prescribed salute for his unit.

In the case of military personnel riding in a passenger car or on a motorcycle, the vehicle is stopped and all occupants remain seated at attention in the vehicle. Occupants of other types of military vehicles remain seated at attention in the vehicle, and the individual in charge of such vehicle (other than the driver) shall get out of the vehicle and render the hand salute.

Prisoners marching will be halted, brought to attention, and the guard-in-charge will render the appropriate salute.

• *What is the proper salute to the flag passing in parade, hoisting or lowering by persons in civilian dress, with and without headdress?*

Men in civilian dress with headdress, (including service men in civilian dress), rise and remove hat with right hand, place the hat in front of the left shoulder with the hand over the heart. Men without headdress, and women in civilian

dress, with or without headdress, place the right hand over the heart.

- *How do aliens show respect to the American Flag at the times specified?*

Aliens will stand at attention.

- *During a ceremony INSIDE A BUILDING when the flag is brought forward and presented to, and at the time it is retired from the audience, in what manner do civilians and uncovered military personnel render salute to the flag?*

All persons stand at attention, facing toward the place where the colors will be stationed during the ceremony. All uncovered military persons and civilians stand and place the right hand over the heart and hold that position until the color bearers have placed the flag, stepped away and rendered the hand salute.

Salutes On Board Ship

- *On what occasions are salutes rendered in ships?*

All senior officers (senior to the person saluting—for instance, a lieutenant would be a senior officer to both an ensign and a seaman recruit) attached to your own ship or station are rendered a salute on the first daily meeting. After the first daily meeting, salutes are dispensed with on board ship. There are, however, exceptions to this once-a-day salute.

(1) Inspecting officers are rendered salutes during the course of their inspections.

(2) When addressed by or addressing a senior officer, salutes shall be exchanged. Persons at work or engaged in games, however, salute senior officers only when addressed by them, and then only if circumstances warrant.

(3) On board a ship of the Navy, all officers and enlisted persons salute all flag officers, captains of ships and officers senior to themselves from other ships on each occasion of meeting, passing near or being addressed.

- *What are the rules on saluting in ships in gatherings or congested areas?*

Salutes are rendered at crowded gatherings or in congested areas only when being addressed by or addressing a senior officer. This rule is not intended to conflict with the spirit of saluting regulations, and salutes should always be rendered when one is in doubt as to whether or not to salute.

Solutes In Boats

- *What salutes are rendered when boats are passing one another?*

In boats passing one another with officers or officials on board and in view, the senior officer and the coxswain of each boat render salutes. Officers do not rise when rendering this salute. Coxswains rise and salute unless it is dangerous and impracticable to do so.

- *What is the procedure for salutes when boats are lying at landings, accommodation ladders or boat booms?*

Men seated in boats in which there is no officer, petty officer or acting petty officer in charge rise and salute all officers passing near. When an officer, PO or acting PO is in charge of a boat, he alone renders the salute.

- *What is the proper procedure for officers and coxswains when a senior officer or an officer enters or leaves a boat?*

Officers seated in boats rise in rendering and returning salutes when a senior enters or leaves the boat. Coxswains in charge of boats rise (unless by so doing, the safety of the boat is imperiled) and salute when officers enter or leave their boats.

Passing Honors

Rendering the hand salute is a part of "passing honors." These honors are rendered by ships or boats passing "close aboard"—within 600

yards for ships and 400 yards for boats.

- *On what occasions and by whom are these hand salutes rendered, when passing honors?*

Hand salutes are rendered by all persons in view on deck and *not* in ranks, when:

(1) Passing honors are exchanged between ships of the Navy or between Navy and Coast Guard ships.

(2) Passing honors are rendered by a ship of the Navy being passed close aboard by a boat displaying the flag or pennant of high-ranking civil officials (and by naval stations, in so far as practicable, when a ship displaying such flag or pennant passes close aboard).

Hand salutes are rendered by all persons in view on deck, *whether* in ranks or *not*, when:

(1) Passing honors are rendered by a ship of the Navy being passed close aboard by a boat displaying the flag or pennant of high-ranking civil officials, other civil officials entitled to honors on official visits and officers of an armed service.

(2) Passing honors are being rendered by a ship of the Navy being passed close aboard by a ship or boat displaying the flag or standard of a foreign president, sovereign, or member of a reigning royal family.

(3) Passing honors are being exchanged with foreign warships.

In all these cases the signal for the

WHAT'S IN A NAME

Sailing Talk

Should an old-time sailor suddenly come alive and find himself in a modern workshop, he would be laughably bewildered by the nomenclature of the present-day Navy. To him, such terms as JA circuit, sonar, radar, loran, I. C. room, depth charge, gyropilot, etc., would be just so much Greek.

In the old sailing days, however, this old salt would have used and known the meaning of: whiskers, bolt-ropes, head-ropes, leech-ropes, bunt-line cringles, bunt-line legs, reef-bonds, clew-garnet blocks, bow-line brindles, slab-lines, bunt gaskets, ear-rings, thimbles, reef-tackle pendants, jewel blocks, bridles, dolphin-strikers, martingole stows, down-haulers, inner halliards, broils, spunkers, and slung gaffs.

Also: cross cat-harpins, burton pendants, futtock shrouds, horses, traveling guys, flying jib, martingole guys, outriggers, horns, cot-leads, double lifts, trusses, cross-yord

jacks, broce block straps, parrals, spunker booms, and spritsoil-yords.

In addition, the old sailors were familiar with the names for 30 or 40 different types of sails.



salute will be "Attention" sounded by the bugle or hand whistle.

Military Funerals And Religious Ceremonies

• *What are the rules on conduct by service personnel at military funerals and how do they differ from funerals not under military auspices?*

In general, a military man uncovers during a religious ceremony but remains covered during a military ceremony. Military funerals and burials at sea are regarded primarily as military ceremonies. On the other hand, church services, civilian funerals or burial services which the officer or man attends as a friend or relative rather than as representative of the Navy, are religious ceremonies.

At a military ceremony when the occasion requires, an officer or enlisted man salutes rather than uncovers. This is his traditional mark of respect.

Officers and enlisted personnel, during a funeral, remain covered while in the open and uncover upon entering the church. During burial at sea, they remain covered throughout the service.

• *If military personnel were attending a funeral, officially, when would they salute?*

Military personnel would salute whenever honors are rendered.

• *When are these honors rendered?*

They are rendered when the body is removed from the hearse to the chapel, from the chapel to the caisson, and from the caisson to the grave. Honors are also rendered when the volleys are fired and when "Taps" is sounded.

• *Does a military person who attends a non-military funeral or burial service follow the same saluting procedure?*

He may if he so chooses. However, when attending a non-military service, he may, if he desires, follow the civilian custom and uncover (rather than salute) when such honors are required. Such times would be during the procession to the grave, lowering the body, etc.

• *How do these rules apply in the case of Jewish religious ceremonies?*

Jewish custom dictates that observers and participants remain covered during all religious ceremonies. Therefore, the rules regarding removal of headgear do not apply when a representative of the Jewish faith conducts the service.



• *What is the procedure for remaining covered or uncovered during formal religious ceremonies outdoors or during topside shipboard religious services?*

Officers and enlisted personnel remain uncovered throughout the length of religious ceremonies conducted topside on board ship and during formal religious ceremonies outdoors. An Easter sunrise service would be an example of the latter.

Salutes In Buildings

• *Are salutes exchanged in buildings ashore?*

It depends upon the building. In a Navy building when two officers or an enlisted person and an officer meet salutes are exchanged, providing they are covered.

In a public building such as a theater or bank, salutes are not exchanged if it does not appear appropriate to do so under the circumstances.

When a covered junior meets an uncovered senior in a Navy building, the junior should salute. The senior, being uncovered, does not return it, but acknowledges the salute by a nod or greeting.

If both junior and senior are uncovered, the presence of one another is acknowledged by nods or greetings. The junior customarily makes the first gesture. This is also the form usually followed by juniors and seniors meeting in public buildings.

Saluting When Uncovered

• *When is it proper to salute when uncovered?*

A hand salute by a person uncov-

ered was prohibited under the old rules in *Navy Regs.* Article 2110, par. 3, now states that "Persons uncovered shall not salute, except when failure to do so would cause embarrassment or misunderstanding."

Salutes by Women

• *Are there special regulations governing salutes by women in uniform which differ from those for men in uniform?*

The same general regulations apply as those in effect for men. However, places where men are customarily uncovered—in the theater or in church—for instance—women do not salute, even though they may be covered. Reason for this is that they are following civilian, rather than military custom, in wearing their hats in such places.

Salutes In Civilian Clothes

Seniors in civilian dress when recognized by a junior should be saluted on all occasions when a salute would otherwise be in order. If covered, the senior returns the salute and if uncovered he will not return the salute unless failure to return the salute would cause embarrassment to all concerned. It is the senior's prerogative to decide whether any embarrassment would result from his not returning the salute.

• *What is the prescribed manner of saluting by a junior in civilian dress and covered?*

The junior in civilian clothes and covered salutes seniors both in civilian dress and in uniform.

Members of the naval service not in uniform will, when greeting civilians, comply with rules and customs established for civilians.

• *Is it proper to salute the President of the U.S.?*

Yes, the President, as commander-in-chief, is entitled to a hand salute from all military personnel.

Group Saluting

• *When several officers in company are saluted, do they all return the salute?*

Yes.

• *What if a group of ensigns meets a commander?*

The ensigns come to a salute together. It is the responsibility of one of the group to give the command "Hand salute!" If they are in formation, however, the leader of the formation renders the salute.

• *Suppose an enlisted man was*

walking with a lieutenant and they meet an ensign. What is the prescribed form in this case?

The ensign salutes first and the enlisted man renders the salute at the same time as the lieutenant returns the salute.

• *What is the proper form for saluting if enlisted men and officers are standing together and a senior officer approaches?*

In such a case, the first officer or EM to notice the senior officer's approach says, "Attention!" All present then face the officer and salute.

Overtaking

• *Suppose it is necessary for a junior to overtake a senior when both are walking in the same direction. What is the proper form?*

No junior should overtake and pass a senior without permission. When in a hurry and it is necessary to pass a senior, the junior salutes when abreast and asks, "By your leave, sir?"

This differs from the customary exchange of hand salutes in that the salute is not rendered at six paces, but abreast.

Seniority Unknown

• *Take the case of two officers of the same rank who do not know their relative seniority. How are salutes exchanged in this case?*

Officers of the same rank obviously cannot go around asking one another their date of rank before saluting. In such cases both officers salute mutually and without delay.

Seated

Enlisted personnel seated and without particular occupation rise upon the approach of an officer, face toward him and salute, when covered. If both remain in the same general vicinity, the compliments need not be repeated. These rules do not apply when seated in a boat.

• *What if a group of enlisted men is seated at the mess table for meals or taking examinations?*

At mess or engaged in a particular occupation, EM sit at attention if addressed by an officer.

Upon Reporting

When reporting on deck or out-of-doors, ashore, salutes are rendered if covered.

• *What is the proper form for saluting when reporting in an office?*

If reporting in an office, enlisted persons and officers would uncover

How to Address and Introduce Naval Personnel

Person addressed or introduced:	TO MILITARY PERSONNEL		TO CIVILIANS	
	Introduce as:	Address as:	Introduce as:	Address as:
MALE OFFICER (Comdr. or above)	"Captain (or appropriate rank) Smith"	(same)	"Captain Smith" ¹	(same)
MALE OFFICER (Lt. Comdr. or below)	"Mr. Smith"	(same)	"Lt. Comdr. Smith" ²	"Mr. Smith"
WOMAN OFFICER (Comdr. or above)	"Comdr. (or appropriate rank) Smith"	(same)	"Commander Smith"	(same)
WOMAN OFFICER (Lt. Comdr. or below)	"Miss (or Mrs.) Smith"	(same)	"Lt. Comdr. Smith"	"Miss (or Mrs.) Smith"
MEDICAL CORPS OFFICER (Comdr. or above)	"Comdr. Smith" ³	(same)	"Commander Smith"	(same)
MEDICAL CORPS OFFICER (Lt. Comdr. or below)	"Dr. Smith"	(same)	"Lt. Smith, of the Navy Medical Corps"	"Dr. Smith"
CHAPLAIN CORPS OFFICER	"Chaplain Smith"	(same)	"Chaplain Smith"	(same)
NAVY NURSE CORPS OFFICER (Comdr. or above)	"Comdr. (or appropriate rank) Smith"	(same)	"Commander Smith of the Navy Nurse Corps"	(same)
NAVY NURSE CORPS OFFICER (Lt. Comdr. or below)	"Miss (or Mrs.) Smith"	(same)	"Lt. Smith, of the Navy Nurse Corps"	"Miss (or Mrs.) Smith"
U. S. PUBLIC HEALTH SERVICE OFFICER (M. D. or dentist)	"Dr. Smith" ⁴	(same)	"Dr. Smith, of the Public Health Service"	"Dr. Smith"
U. S. PUBLIC HEALTH SERVICE OFFICER (Sanitary Engineer)	"Mr. Smith"	(same)	"Mr. Smith, of the Public Health Service"	"Mr. Smith"
COMMISSIONED WARRANT OFFICER	"Mr. Smith"	(same)	"Warrant Officer Smith"	"Mr. Smith"
MIDSHIPMAN	"Mr. Smith"	(same)	"Midshipman Smith"	"Mr. Smith"
WARRANT OFFICER	"Mr. Smith"	(same)	"Warrant Officer Smith"	"Mr. Smith"
CHIEF PETTY OFFICER	"Chief Machinist's Mate Smith"	"Smith or Chief Smith"	"Chief Machinist's Mate Smith"	"Mr. Smith"
AVIATION CADET	"Aviation Cadet Smith"	"Mr. Smith"	"Aviation Cadet Smith"	"Mr. Smith"
PETTY OFFICER	Use name and rate, as: "Smith, Gunner's Mate, 2nd"	"Smith"	"Gunner's Mate Smith" or "Petty Officer Smith"	"Mr. Smith"
SEAMAN	"Seaman Smith"	"Smith"	"Seaman Smith"	"Mr. Smith"

NOTES: ¹When not in uniform a captain or lieutenant would be introduced as "of the Navy" to distinguish his rank from a similar-sounding rank of the other armed services.

²A suggested form of introduction is: "This is Lieut. Comdr. Smith. Mr. Smith is now stationed here." This indicates both (a) the officer's rank and (b) how to address him.

³If a senior officer of the Medical Corps prefers to be addressed as "Dr.," such preference should be honored.

⁴In any case where you had reason to believe the Dr.'s insignia might not be recognized, it would be correct to add "—of the Public Health Service" in introducing him.

before approaching the senior.

Vehicles

Enlisted personnel and officers salute all seniors riding past in vehicles. Naval personnel, while passengers in a vehicle, both render and return salutes as may be required.

• *Do these same rules apply to the driver of the vehicle?*

If the vehicle is stopped, the driver is required to salute as necessary. If the vehicle is moving, salutes are not required—if by so saluting, the safety of the occupants of the vehicle would be endangered.

Ladies

• *What are the rules on saluting*

for service personnel when escorting ladies?

Officers and enlisted men escorting ladies, or meeting officers and EMs escorting ladies, exchange the customary salutes. Juniors who may be seated with ladies rise and salute.

• *When a Navy man meets a lady acquaintance walking down the street does he salute the lady?*

It is a customary form of greeting—and gesture of departure—for a Navy man to salute a lady acquaintance when meeting on the street.

Returning Salutes

• *Must a salute be returned?*
(Continued on page 34)

NAVAL COURTESY



ONLY CORRECT ANSWER TO AN ORDER IS: "AYE AYE, SIR."



COMMEND A JUNIOR PUBLICLY
-REPROVE HIM PRIVATELY



THE JUNIOR ADDS TO HIS
SALUTE A BRIEF GREETING



A SENIOR MAY "CALL"
ATTENTION TO SOMETHING:
A JUNIOR "INVITES" IT



SEATED JUNIOR, WHEN
ADDRESSED BY SENIOR, RISES
AND REMAINS AT ATTENTION



OFFER OF HANDSHAKE
SHOULD COME FROM SENIOR



BEFORE VISITING SHIP IN
MIDSTREAM ASK PERMISSION
OF SENIOR OFFICER IN BOAT



KEEP APPOINTMENTS
YOU HAVE MADE

WHEN TO

ABOARD SHIP



SENTRIES AT GANGWAYS SALUTE
ALL OFFICERS GOING OR COMING
OVER SIDE, PASSING CLOSE ABOARD



ON FIRST DAILY MEETING
ENLISTED MEN SALUTE ALL OFFICERS,
JUNIOR OFFICERS SALUTE SENIOR



ON EVERY OCCASION SALUTE THE
CAPTAIN, OFFICERS SENIOR TO HIM,
SENIOR OFFICERS FROM OTHER SHIPS

IN GENERAL



ENLISTED MEN SALUTE OFFICERS AND JUNIOR OFFICERS SALUTE SENIORS
WHEN MEETING, PASSING NEAR, WHEN ADDRESSING OR BEING ADDRESSING



ON SHORE



MEN AND OFFICERS SALUTE
ALL SENIOR U.S. AND ALLIED
OFFICERS THEY MAY ENCOUNTER



UPON APPROACH OF OFFICER,
ONE CALLS ATTENTION, ALL SALUTE



WHEN OFFICER MEETS DETAIL
ASHORE OR AFLOAT, MAN IN
CHARGE SALUTES FOR DETAIL



WHEN SEVERAL OFFICERS ARE
SALUTED, ALL SHALL RETURN IT

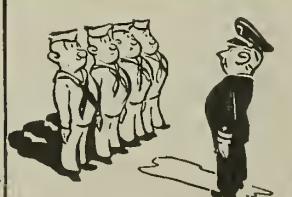


WHEN OVERTAKING A SENIOR
THE SALUTE SHALL BE GIVEN WHEN
ABREAST, WITH "BY YOUR LEAVE, SIR"

WHEN NOT



ON BOARD SHIP
AFTER FIRST DAILY MEETING



WHEN IN RANKS
(IF ADDRESSING, COME TO ATTENTION)



AT OARS IN A
PULLING BOAT



WHEN ENGAGED IN
GAMES OR ATHLETICS



WHEN WITH

ON SHORE AND AFLOAT



CONVERSATION WITH SR.
POSITION OF ATTENTION



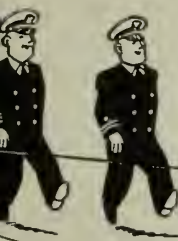
---DOES NOT SIT OR SMOKE
UNLESS INVITED TO



A JUNIOR DOES NOT KEEP
A SENIOR WAITING



WHEN SR. ENTERS ROOM OF JRS,
FIRST TO SEE HIM CALLS "ATTENTION"



JUNIOR TAKES POSITION
LEFT OF SENIOR...



BUT IN PACING TO AND FRO
POSITIONS ARE NOT EXCHANGED



A SENIOR'S WISH IS THE
SAME AS A COMMAND



PROPER PROCEDURE
WHEN COMING ABOARD
OR GOING ASHORE

SALUTE



OFFICERS AND ALLENTISTED MEN NOT IN FORMATION SALUTE
TO HONORS TO THE FLAG OR PLAYING OF NATIONAL ANTHEM



IN BOATS



WHEN OFFICER PASSES NEAR,
OFFICER OR PETTY OFFICER IN CHARGE
SALUTES, IF NONE PRESENT MEN DO



OFFICERS RISE AND SALUTE
WHEN A SENIOR ENTERS OR LEAVES



ENLISTED MEN RISE AND SALUTE
WHEN AN OFFICER ENTERS OR LEAVES



REPORTING (covered)



GUARDS SALUTE ALL OFFICERS
PASSING CLOSE ABOARD

VEHICLES



PASSENGERS IN CARS RENDER
AND RETURN SALUTE (DRIVER:
NO, IF SAFETY IS INVOLVED)



WHEN COLORS ARE SOUNDED
MAN IN CHARGE OF DETAIL
SALUTES; OTHERS AT ATTENTION



RENDER SALUTES DUE THEM TO
ALL OFFICERS IN VEHICLES
(IF SAFETY PERMITS)

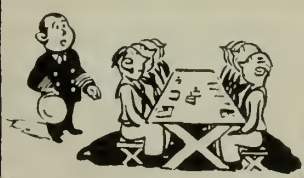
ON SHORE SALUTE



VEHICLES
S



IN PUBLIC CONVEYANCES
WHEN OBVIOUSLY INAPPROPRIATE



AT MESS (IF ADDRESSED BY
OFFICER, SIT AT ATTENTION)



IN PUBLIC PLACES WHERE INAPPROPRIATE
(THEATRE, HOTEL, RESTAURANT ETC)



WHEN PART OF A
DETAIL AT WORK

(Continued from page 31)

Under normal conditions every salute is returned. In cases where it is impracticable for the senior to return the salute, the junior's salute is customarily acknowledged by a nod or greeting.

• *What are some instances in which it would be impracticable for the senior to return the salute?*

It would be impracticable for the senior to return the salute when he is driving a vehicle, when both arms or hands are used for carrying packages or brief cases or any other instance where both arms or hands are engaged.

Special Or Unusual Cases

• *Is it ever proper to salute with the left hand?*

Yes. When a Navy officer meets a senior officer and his right arm is not free, he may salute with his left hand.

An instance in which an enlisted

man may salute with his left hand is during "side honors" when the boatswain's mate mands the boatswain's call. A hand salute is usually rendered at the same time the side is piped. Since few are skilled in using the call with the left hand, the call is held in the right hand and the salute is given with the left.

• *There are numerous cases in which there is some doubt as to whether a salute should be rendered. What are the regulations on some of these special cases where salutes would not be rendered?*

Reserve officers not on active duty and not in uniform are not entitled to a salute.

Officers of the maritime service are not officially entitled to a salute. However, under proper circumstances and as a matter of courtesy they are saluted.

If a woman of the military services is in church and the national anthem is played, she does not salute. The hat in such a case is not being worn

as a badge of office. It is being worn in conformance with civilian rather than military custom.

A rumor has long been in circulation to the effect that the holder of the Medal of Honor is entitled to a salute because of that award. There is no truth to the rumor.

A member of a guard detail does not salute when performing any duty which prevents saluting.

• *Give some instances of special cases where saluting is required.*

When an officer awards an enlisted man a decoration or citation, it is customary for the EM to step back after receiving the award and to salute the officer. The officer then returns the salute.

If a line officer and a staff corps officer of the same rank meet, the officer with the junior date of rank should salute first. In the usual case—where they are unaware of who has the earlier date of rank—salutes should be exchanged mutually and without delay.

Enlisted personnel, when addressed by an officer, salute both at the beginning and ending of the conversation. If in formation, the salute is rendered only upon command.

Gangway sentries salute all officers going over the side or coming on board, and when passing or being passed by officers close aboard, either in boats or while walking, or riding in a vehicle.

Men in ranks salute only by command.

Remember the old-and-wise saying: "If in doubt, salute."

SHIPBOARD PRACTICES

The close quarters encountered in shipboard life has resulted in practices of courtesy and indications of respect which are unique in military life. Perhaps the most numerous instances of these courtesies is the custom of removing headgear while in certain parts of the ship.

Enlisted men customarily uncover upon entering officer or CPO country and remain uncovered while in officer or CPO country. Officers' cooks or stewards usually remain covered while in officer country while on duty.

• *If in the course of his watch an EM has occasion to enter officer or CPO country does he uncover?*

Under certain circumstances, yes. If he is in a duty status (on watch,

Cavalry Versus Gunboat

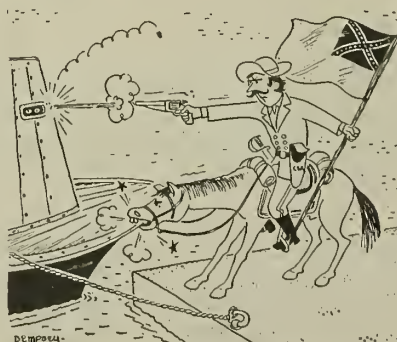
During the War Between the States, the Federal Army maintained a large supply base along the Pamunkey River at White House, Va. On 28 June 1862 when capture of the base was imminent, the vast quantities of stores were ordered burned. Consequently, on the following day when the dashing "Jeb" Stuart and his cavalry swept down on the base, nothing was left but smoking ruins. However, at the landing lay a prize that brought a gleam to the eye of the young leader. It was the Union gunboat *Marblehead*. "Cavalry versus the Navy!" thought Stuart, "There was an encounter that would make lively conversation back in the Confederate capital of Richmond."

Accompanying Stuart on this raid was the owner of the property at White House, Colonel "Rooney" Lee, a son of the Confederate General Robert E. Lee. Being familiar with the land, he advised Stuart how best to deploy his men to take advantage of the terrain. Then, moving up to the river bank, the cavalymen began throwing a steady fire from their carbines onto the deck of the vessel. As Stuart later described this action:

"The troopers carrying carbines advanced boldly on this monster, so terrible to our fancy, and a body of sharpshooters was sent ashore from the boat to meet them. Quite a determined engagement of skirmishers ensued, but our gallant men never faltered

in their determination to expose this Yankee bugaboo called gunboat. To save time, however, I ordered up the howitzer, a few shells from which, fired with great accuracy and bursting directly over her decks, caused an instantaneous withdrawal of sharpshooters and precipitate flight under full headway of steam down the river. The howitzer gave chase at a gallop, the more to cause the apprehension of being cut off below than to really effect anything. The gunboat never returned."

Apparently, though, these doughty cavalymen lacked the marksmanship to match their enthusiasm. Official Navy records list only one man of the gunboat as being struck by shore fire.—Submitted by SSgt Carlisle L. Tiller, Jr., USMCR.



he would be in a duty status) and wearing side arms or the pistol belt, he removes his hat when entering a space where a meal is in progress or divine services are being conducted. This holds true for officers and enlisted alike.

In the cases of spaces where a meal is not in progress or divine services are not being conducted, the officer or enlisted man in a duty status and wearing side arms or the pistol belt remains covered.

• *Would an officer upon entering the crew's messing compartment while the crew is at mess uncover even though he is on duty and wearing side arms?*

Yes, he would uncover, even though on duty and wearing side arms.

• *If a man in a duty status has occasion to see an officer in the ward-room (when a meal is not in progress) or in the officer's stateroom, does he remain covered?*

Yes, if he wears the pistol belt or side arms. He not only remain covered, but he renders the salute upon first addressing—or being addressed by—the officer. The fact that the officer may not be wearing a cap does not alter the saluting requirement. If the officer is covered he returns the salute; if not covered, he, of course, does not return it. Instead, he acknowledges the salute with a nod or greeting.

FORMS OF ADDRESS AND INTRODUCTIONS

The methods of addressing and introducing military personnel differ slightly according to whether you are in military or civilian circles at the time. On a day-in day-out basis, the military custom predominates.

• *How should naval officers be addressed in official communications?*

Navy Regs states that every officer in the naval service shall be designated and addressed in official communications by his or her grade.

However, in oral official communications male officers below the grade of commander in the Navy and captain in the Marine Corps may be addressed as "Mister —" and female officers of similar grade as "Miss —" or "Mrs. —."

Navy Regs further states that officers of the Medical and Dental Corps may be addressed as "Doctor —" and officers of the Chaplain Corps as "Chaplain —," as appropriate. In

fact, when addressing officers of the Medical, Dental or Chaplain Corps you will be following the accepted practice if you say "Doctor —" or "Chaplain —." This holds true whether the officer be an ensign, a lieutenant commander or an admiral.

• *What is the proper method of addressing a woman officer?*

As with male officers, a woman officer of captain or commander rank is introduced by title and rank and is addressed by military personnel in the same manner. Those below the rank of commander are introduced as "Miss —" or "Mrs. —." If the marital status of a woman officer below the rank of commander—including those of the nurse corps (but not the Medical Corps)—is not known, the title of her rank is used when addressing her.

In day by day practice you would address a woman officer of the Medical Corps as "Doctor —."

• *What is the correct response to a question from a woman officer?*

"Yes, Miss Adams" or "No, Lieutenant" is the correct style for response to a question from a woman officer. The use of "Ma'am" has not been authorized by the Navy and "Yes, sir" would be inappropriate.

• *How do you address officers of the U.S. Public Health Service?*

Officers of the U.S. Public Health Service who are MDs or dentists are addressed and introduced as "Dr. —," regardless of their rank. If an officer of the Public Health Service is in the sanitary engineer branch, "Mister —," is used.

• *What is the correct method of addressing a chief warrant officer or warrant officer?*

CWOs and WO's are always called "Mister." They are never addressed as "Chief —." They are introduced to military personnel as "Mister" and to civilian personnel as "Warrant Officer —."

• *Is "Mister —" used for midshipmen?*

Yes, midshipmen are addressed and introduced to military personnel as "Mister." To civilians, however, they are introduced as "Midshipmen —."

• *As a general practice is it preferable to call a senior by his title and name?*

Yes, "Commander —" or "Mister —" would be used rather than the impersonal "sir." In prolonged conversation where the repetition of the

longer form would seem awkward or forced, the shorter "sir" is brought into use.

• *When addressing an officer, is it acceptable to refer to his title alone, without adding his name?*

In any naval organization there is only one "captain" (the regularly assigned CO) and only one "commander" (the regularly assigned executive officer). These officers may be addressed as "captain" or "commander" without appending their names.

Even in areas where a large number of officers of these ranks are encountered, the use of "captain" or "commander" without the officer's name being appended is often heard. However, you would not address an officer below the rank of commander by his title alone.

• *What is the correct way to address enlisted personnel?*

As with officers, the correct form for addressing or introducing enlisted personnel depends upon the prevailing circumstances. Under military conditions, enlisted personnel, both male and female, are addressed by their last names only.

Chief petty officers are addressed by officers of their own ship or station by last names only. When addressed by an officer not attached to their local organization and the last name is not known, CPOs are addressed as "Chief." CPOs are customarily addressed as "Chief" by first class POs and lower rates.

In a social gathering it is customary for those outside the service to extend to any enlisted man or woman the same courtesies they would naturally have extended to them in civil life. Civilians would feel unnecessarily curt in addressing any enlisted man or woman by last name alone. In such cases, "Mr." "Miss," or "Mrs." is ordinarily prefixed to the person's last name.

• *What is the proper style used in introducing CPOs, other petty officers and non-rated personnel to military and civilian personnel?*

In introductions to military personnel, the proper style is to introduce CPOs as "Chief Printer Dempsey"; other POs as "Tunney, Molder 1st"; non-rated as "Fireman Louis."

The above style holds true when introducing CPOs, other POs and non-rated personnel to civilians—with one exception. A first, second or third class PO would be introduced as

COURTESY TO LADIES



PROPER GREETING TO LADIES IS SALUTE



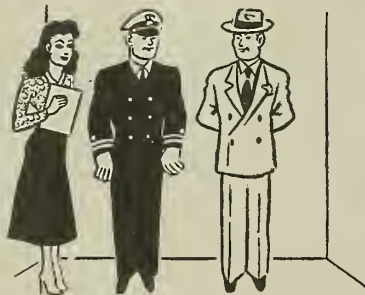
WHEN TALKING WITH A LADY ON STREET, REMAIN COVERED



IN WALKING, TAKE POSITION TO LEFT OR OUTSIDE



WITH TWO LADIES, WALK OUTSIDE OR IN CENTER



IN PUBLIC ELEVATORS, IT IS PERMISSIBLE TO REMAIN COVERED....



BUT IF OTHERS UNCOVER, YOU MAY FOLLOW THEIR EXAMPLE



IF A LADY STOPS AT YOUR TABLE, YOU REMAIN STANDING



ARM IS OFFERED TO A LADY ONLY WHEN ASSISTANCE IS NEEDED

"Boatswain's Mate Brown" or "Petty Officer Brown."

• *How do civilians address enlisted personnel?*

The prescribed form by which civilians address enlisted personnel is "Mr.," "Miss," or "Mrs." In actual practice, most introductions are likely to occur on a less formal basis than prescribed in rules and with first names playing a prominent role.

COURTESY TO LADIES

In general, most questions of courtesy brought about by the presence of women in the military services can be solved simply: the rules of military courtesy apply and rank takes precedence.

Military courtesy also includes deference to women. Since a senior's wish is also an implied command, there may be occasions when a senior male officer will indicate that he prefers courtesy to women above strict military usage. In such cases the junior woman acts accordingly without any hesitation or embarrassing counter-deference.

• *Does a serviceman walking with a woman give her the position of honor (at his right) or does he walk on the street side?*

Here military custom varies with civilian custom and the decision rests on an individual's own judgment. When walking with a woman, a serviceman gives her the same place of honor he would give a senior officer—on his right. But for many years it has been customary in civilian life for men to take the outside of the walk, a procedure dating back to the days of horse-drawn carriages, when the man acted as a protective shield—not only against flying mud, but against the danger of fast-stepping horses and fast-moving carriages.

Although a serviceman gives the woman the position on his right, it often happens that the woman will be on the outside of the walk. In a case where this would seem to be withholding a common courtesy, the man should take the outside position. Either position—on the outside (with the woman to the left) or on the inside (with the woman to the right) is correct.

However, in any event where the element of danger exists, the man always takes the exposed or dangerous position.

• *When walking with a woman*

may a serviceman offer her his arm?

The arm is offered only when assistance is appropriate, such as when there is a necessity for assisting her through heavy traffic, over rough ground or on steep stairways.

Many women prefer (and some books of etiquette teach) that the man place the palm of his hand lightly under the woman's elbow, rather than "offer the arm." The latter gesture requires that the man form a crook with his arm. The woman then either grasps the man at the elbow or puts her forearm through the crook.

• *What is the proper position for the man to take when walking with two women?*

When walking with two women, the man may follow one of two practices and be correct in either case. He may follow the newer practice, walking in the center. He may take the position on the outside—the traditional practice.

• *If a woman is walking with two men what position should she take?*

In the center, usually.

• *When walking with a woman in uniform on a military occasion do you, if you are senior, give her the position of honor on your right?*

On a military occasion—no. If you were on the drill field and were walking out to accept an award or commendation, you would put the woman on your left if you were senior. If she were senior (or had military or command precedence, in the case of enlisted personnel) then, however, she would take the position on the right, as a matter of course.

• *On a street car or bus should a serviceman get up and offer a woman his seat, even if she is in uniform and his junior?*

This is not so much a matter of military courtesy as every-day courtesy. The man in uniform is usually the most conspicuous person on the vehicle and his actions are often the subject of comment. The courtesies you extend reflect not only on you, but on the Navy as a whole. No one will reprimand you if you don't give up your seat; no one will commend you if you do. But as a military man, you'll probably feel somewhat ill at ease and embarrassed if you don't.

• *Should service personnel remove their hats in elevators when women are present?*

A good general rule to follow is this: If civilian men in the elevator

remove their hats, remove yours. If they leave their hats on, follow suit. Otherwise you may appear to be withholding a courtesy which others were willing to offer. However, this custom is on the wane. Signs are often seen in public elevators asking men not to remove their hats. Not only does holding the hat in hand take up space, but you'll often jostle people while removing it.

RELATIONS OF SENIORS AND JUNIORS

• *What do Navy Regs and Naval Traditions say about the relations of seniors and juniors?*

Navy Regulations (1948) states that: "Juniors shall show deference to seniors at all times by recognizing their presence and by employing a courteous and respectful bearing and mode of speech toward them."

Precedence and deference to seniors is the foundation of military courtesy. Officers take precedence according to rank. This precedence is not confined to strictly military relations on ship or shore, but it extends to the mess, to the club and to their social life. It corresponds to those tokens of deference and respect that younger men would accord to their elders under the usages of polite society.

Courtesy also prescribes that seniors will, with equal punctiliousness, acknowledge and respond to tokens of respect required of juniors, so there is nothing servile in the exchange, but rather a sort of ritual for observance by those serving their country in a strictly ordered fraternity of military service.

• *What is the correct attitude for a junior serviceman when approaching a senior for the purpose of making an official report or request?*

Whether the junior is an officer or enlisted man, he maintains an attitude of military attention. He does not take a seat or smoke until invited to do so. According to one authority, "Any relaxation of formality and official relations should be 'awaited' rather than 'anticipated' by juniors." Under some circumstances it might be permissible for the junior to ask, "Do you mind if I smoke, sir?" With the captain, however, this would not be proper.

• *What is the proper procedure when a senior enters a room in which junior officers or enlisted men are seated?*

When a senior enters a room in which junior officers or enlisted men

are seated, the first one who sees the senior orders "attention." All present remain at attention until order to "carry on" is given by the senior officer of the group present. In most cases, the senior entering the room will give the order "as you were" immediately or soon after "attention" is ordered.

• *Should a junior, who is seated, rise when addressed by a senior?*

Yes. He should rise and remain at attention. Men seated at work, at games or mess are not required to rise when an officer (other than a flag officer or captain of the ship or station) passes unless they are called to attention or when necessary to clear a gangway.

• *When a junior walks, rides or sits with a senior, what position does he take?*

As the place of honor is on the right, a junior who is walking, riding or sitting with a senior takes the position alongside and to the left. When pacing to and fro, positions are not exchanged and the junior keeps pace with the senior. On board ship, the senior is generally afforded the outboard position. The junior opens doors and enters last.

• *What is the correct reply to an order?*

"Aye, aye, sir" is the only proper reply to an order. Responses such as "all right, sir," "yes, sir," "very well, sir" and "O.K., sir" are improper.

• *What is the meaning of "aye, aye, sir"?*

It means three things: that you heard the order, you understand the order and you will carry out the order to the best of your ability.

• *In what way may seniors acknowledge a report made by a junior?*

Seniors may respond with "very well" or "very good" in acknowledgment of a report made by a junior.

• *What is the difference between an order and a command?*

An order gives a junior a job to be done and leaves it up to him as to how he may accomplish it. Though an order does not always specify the exact time when it shall be executed or completed, it frequently fixes a certain time limit.

A command directs a specific action, without alternatives.

If you are the navigator's yeoman and the navigator has told you to have a certain report prepared by

WARDROOM ETIQUETTE



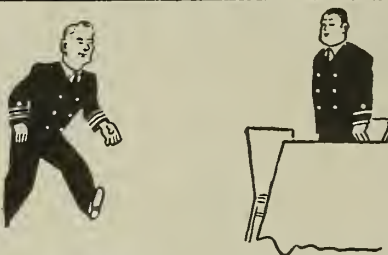
DON'T ENTER OR LOUNGE IN WARDROOM OUT OF UNIFORM



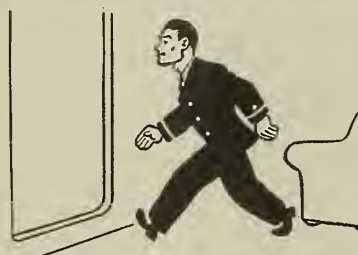
DO GET TO MEALS ON TIME. IF UNAVOIDABLY LATE, MAKE APOLOGIES TO PRESIDING OFFICER



DO ASK TO BE EXCUSED IF YOU MUST LEAVE BEFORE MEAL IS OVER



DON'T SIT DOWN TO MEALS BEFORE PRESIDING OFFICER SITS DOWN (EXCEPTION: BREAKFAST)



DON'T LOITER IN WARDROOM DURING WORKING HOURS



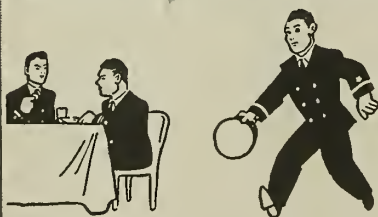
DO PAY MESS BILLS PROMPTLY



DO AVOID DISCUSSION AT MESS OF RELIGION, POLITICS, LADIES



DON'T BE BOISTEROUS OR NOISY IN WARDROOM



DON'T WEAR A CAP IN WARDROOM (ESPECIALLY WHEN YOUR SHIPMATES ARE EATING)



DO BECOME KNOWN, NOT FOR "STICKING YOUR NECK OUT" BUT AS "A GOOD LISTENER"

the end of the week, you have been given an order. On the other hand, if the navigator tells you to bring him the navigator's work book you have been given a command.

• If a senior expresses a wish or a desire is that the same as an order?

Yes. By custom and tradition of the service, a senior's expressed wish or desire is the same as an order.

• In verbal messages or conversation between juniors and seniors, is there any difference in phrasing?

Yes. A junior officer sends his respects to a senior. For instance, "Lieutenant Able sends his respects to Captain Baker and would like permission to test the whistle and siren."

A senior officer sends his compliments to a junior. For instance, "Admiral Fox presents his compliments to Captain George and sends word that the ship's clocks will be advanced one hour at midnight."

In written correspondence, the senior officer may call attention to something; the junior may only invite attention to something.

• How does a junior subscribe a memorandum to a senior?

A junior subscribes a memorandum to a senior by writing, "Very respectfully."

A senior writing to a junior may, but is not required to, complimentary close his correspondence, "Respectfully."

• Do you shake hands on being introduced to or on meeting a senior officer?

A junior always waits for the senior to initiate the gesture of shaking hands. It is considered good form for senior officers to offer their hand to junior officers and enlisted personnel upon being introduced socially.

ETIQUETTE ASHORE

Naval courtesy ashore in many respects parallels shipboard practice. Rules regarding walking with seniors are the same ashore as afloat—juniors to the left.

• What is the correct procedure for getting in and out of automobiles?

On entering and leaving an automobile, follow the same procedure as for boats: juniors first in, last out.

An ensign and a lieutenant would get into an automobile in that order. The ensign takes the seat in the far corner to leave room for the lieu-

tenant near the door. When they get out, the lieutenant would leave first.

• *What is the correct procedure for entering buildings?*

On entering buildings, the order is reversed. The junior opens doors for the senior and enters last.

Officers' Social Calls

• *Although an officer reporting aboard ship or at a naval station may have already seen the commanding officer in person he must also make a visit of courtesy within 48 hours. Should an officer consult any one about the visit of courtesy before visiting the CO?*

He should consult the executive officer as to the time most convenient to pay the visit of courtesy to the CO. Sometimes COs, pressed for time, temporarily discontinue courtesy calls.

• *How long should the visits of courtesy last?*

Limit them to about 10 minutes unless requested to remain longer. During this visit, the officer should be attentive and polite but not servile or wooden. Although the host should be allowed to direct the conversation, the visiting officer should add more to it than simple affirmatives and negatives.

• *What type questions should the visiting officer avoid asking during the visit of courtesy?*

Avoid asking questions concerning the new duty, problems facing the host and intimate questions on the host's private life. Do not prolong your visit. Young officers, because of a natural timidity, often lack the confidence to excuse themselves and leave promptly when the time comes to take departure from the visit.

• *What is considered proper for the junior officer to say when he makes a call upon his commanding officer?*

On meeting the captain say, "Captain, I came to pay my respects." To the captain's orderly before entering the cabin say, "Tell the Captain that Ensign Wolcott would like to pay his respects."

• *How long should social calls be?*

When a junior officer attached to a small activity ashore makes a social call on his senior officer in the senior officer's home, the call should be limited to a half-hour. During this call a junior may learn a lot about his senior's interests and hobbies. In

general, a better mutual understanding is formed between the senior and junior. For the time being, rank is relegated to the background as the senior relaxes and sets an informal note.

An officer invited to dinner should take particular pains to be punctual and to leave before he wears out his welcome. It is not necessary to stay all afternoon or evening.

• *At parties or other social functions where the CO is present, it is not considered good taste to leave before he does. What if it is necessary to leave a social function before the captain leaves?*

Respects are paid to the captain before departing when it is necessary to leave before he does.

QUARTERDECK ETIQUETTE

The quarterdeck has long been an honored and ceremonial part of the ship. Naval etiquette and courtesy, honors and ceremonies play an important role in the quarterdeck area.

The officer of the deck should strictly enforce the etiquette of the quarterdeck. The quarterdeck should be kept immaculately clean and its ceremonial aspect maintained. Adherence by all personnel to long-established rules is required.

• *What rules should naval personnel observe in the quarterdeck area?*

Naval personnel should:

(1) Wear only the uniform of the day while on the quarterdeck.

(2) Never smoke on the quarterdeck.

(3) Avoid a lounging position



while on watch or standing by and avoid putting hands in pockets on the quarterdeck.

(4) Avoid skylarking or other boisterous conduct.

(5) Do not (on larger ships where it is appropriate) walk on the starboard side of the quarterdeck unless invited by the captain or admiral.

(6) Do not engage in recreational athletics on the quarterdeck unless it is sanctioned by the captain.

• *When coming aboard or leaving a ship other than his own what procedure does a Navyman follow?*

The procedure is the same as on his own ship with the added requirement that he must request permission to come aboard. He stands at the gangway and renders a salute to the ensign if it is flying, then salutes the OOD or the OOD's representative and says, "I request permission to come aboard," or words to that effect.

On leaving a ship as a visitor, he goes through the same steps except that he says, "With your permission, I shall leave the ship" or words to the same effect.

• *What language does a Navyman use when boarding or leaving his own ship? Does he request permission to come aboard?*

No. He should follow the rules of the ship. If he is returning from leave or liberty he says, "I report my return aboard."

On leaving his ship, he salutes first the OOD or his representative saying, "I have permission to leave the ship" or "Permission to leave the ship, sir?" Then he renders the salute to the ensign if it is flying.

• *What is the authority of the OOD?*

The officer of the deck represents the captain and is responsible for the safety of the ship, subject to any orders he may receive from the captain.

• *Who is subordinate to the OOD?*

With the exception of the executive officer, every officer or other person on board ship who is subject to the orders of the commanding officer, whatever his rank, is subordinate to the OOD.

WARDROOM ETIQUETTE

Serving both as the commissioned officers' mess and lounge room is the wardroom. Usually the president of the mess is the executive officer. On

Puerto Rico

Until 1932, Puerto Rico, home of the 10th Naval District Headquarters (at San Juan), was referred to in English as *Porto Rico*. On 17 May of that year, President Hoover approved the following resolution of Congress:

"That from and after the passage of this resolution the island designated *Porto Rico* in the Act entitled 'An Act to provide a civil government for *Porto Rico*, and for other purposes,' approved March 2, 1917, as amended, shall be known and designated as *Puerto Rico*. All laws, regulations, and public documents and records of the United States in which such island is designated or referred to under the name of *Porto Rico* shall be held to refer to such island under and by the name of *Puerto Rico*."

Puerto Rico is the Spanish spelling always preferred and used by the inhabitants. It is pronounced *Pwer-tōe Ree-koe*. Literally, the name means "rich harbor," the Spanish *puerto*, like the English *port*, coming from the Latin *portus* (harbor). The Spanish *rico*, like the English *rich*, is from a Teutonic root meaning "regal," "powerful," or "rich."

The name was given this Caribbean island about 1509 by the explorer Juan Ponce de Leon who had come to the "New World" with Columbus on his second voyage. Ponce de Leon settled on the island, became its governor, and founded the first Spanish settlement on a bay at a place he named *Puerto Rico* because of its excellence. Later, this became the name for the whole island.



very small ships the captain sits at wardroom mess table and is president of the mess.

• *How are officers assigned seats at the mess table?*

Officers are assigned permanent seats at the mess table, alternately, in order of rank to the right and left of the presiding officer. An exception is the mess treasurer, who occupies the seat opposite the presiding officer. The second ranking officer sits on the right of the presiding officer, third ranking officer sits on the left, and so on.

• *What are some of the rules of etiquette that should be observed in the wardroom?*

Some of the main rules to be observed in the wardroom are:

Don't loiter in the wardroom during working hours.

Remain uncovered in the wardroom.

Pay mess bills promptly.

Don't enter or lounge in the wardroom out of uniform.

Introduce guests to wardroom officers, especially on small ships.

Don't be late for meals. If you are unavoidably late, make your apologies to the presiding officer.

Wait for the presiding officer to

sit down to meals before you sit down. (Exception: breakfast.)

If necessary to leave before the completion of the meal, ask to be excused.

Avoid discussing religion, politics and women at the mess table.

Don't be boisterous or loud in the wardroom.

Don't talk shop continuously in the wardroom.

In general, the young officer pursues the best course by being the best listener in the mess. An attitude of frank admission of ignorance in certain features of wardroom etiquette is much more respected by fellow officers than assuming a presumptuous attitude and continually making blunders.

BOAT ETIQUETTE

• *What is the proper order to be followed when entering and leaving boats?*

Boats are entered in inverse order of rate and rank—the junior man or officer enters first. Leaving the boat, seniors go first.

• *What are the rules of courtesy in seating in boats?*

In general, seniors are accorded the best seats in the boats and juniors take care to give seniors sufficient

room. If the situation is appropriate, the junior officer gives his seat to the senior; and if the boat is crowded, juniors get in the next boat.

When a senior officer is present, do not sit in the stern sheets unless invited to do so. Don't make last-second dashes down the accommodation ladder to enter a boat. Get in the boat a minute or so before the boat gong—or when the OOD says the boat is ready.

• *If another boat is at the boat landing and takes all the landing frontage, what should be done?*

Under conditions of urgency it is proper to ask permission to use the thwarts, gunvales and decking of the other boat as a walk-way. However, permission is not requested if it can be avoided. The on-coming boat would ordinarily lie off and wait for the other boat to clear the landing.

CONCLUSION

These customs, rules of etiquette, matters of honor and tokens of courtesy vary to an exceeding degree in their compulsion.

The person who disregards the above rules will sooner or later be marked as careless, lazy or stupid, and eventually his service career will be marred. The fact is that the vast majority of Navy men and Navy women take a strong pride in rules and customs—and follow them.

Some of the rules are not followed as closely on smaller ships as on larger ships. Then too, the degree of following these rules varies under conditions of operation. At times the eyes of the entire port are on you and your ship; at other times you are a thousand miles at sea. Until you are aware of all the variations that may exist, you should take no chances.

A ship that stands into port making use of the marker buoys doesn't get off the shipping channel and disgrace itself by running aground. The above rules are your marker buoys.

Navy men wear a splendid uniform—one of the world's finest. Civilians have learned to respect not only the uniform but its wearer. This respect is enhanced when it is worn properly. Show respect and courtesy to the uniform by wearing it with pride in the prescribed manner.

Follow the rules covered in this article and you'll do credit to yourself, your uniform and the Navy.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



NETLAYER USS ELDER (AN 20) returns to Pearl Harbor from the Far East after eleven months laying and repairing the harbor defense nets in that area.

SecNav Kimball on Expansion

More than one million men will be in uniform on active duty with the Navy and Marine Corps by June 1952, according to a statement by Secretary of the Navy Dan A. Kimball covering the size and strength of today's Navy.

Since the present rapid expansion of the Navy began, following the Korean crisis, more than 500 ships have been added to the active Fleet, SecNav Kimball stated.

"By mid-year, we will have added to the Fleet, three battleships, 12 aircraft carriers, six cruisers and more than 100 destroyer-type vessels. Our submarine strength will have been increased by more than 25 modern combat types, and the necessary transports, tankers, and fleet auxiliaries to support a truly mobile naval force will be available."

In addition, more than 300 new ships of various types are under construction and prototypes of new escort vessels, minesweepers and submarines have been adopted.

Citing submarines as the greatest menace to the freedom of the seas, SecNav Kimball stated that "during and since the last war, the Navy

has made many advances in anti-submarine warfare technique."

Included among the ASW forces are the new type killers of the destroyer leader (DL) class.

Secretary Kimball added: "Today we have fewer than 300 destroyer-type vessels in commission. This compares unfavorably with the more than 700 in commission in 1945. The destroyer type is extremely important in dealing with submarines and for this reason, we place great significance and a high priority on building new and better anti-submarine vessels."

Other anti-sub weapons, he continued, would include aircraft—laying mines and dropping other destructive devices; and submarines—fighting other submarines.

Carrier Attack Plane

The Navy's new twin-jet carrier attack plane is now in the flight test stage. The swept-wing plane, designated the XA3D, reflects the Navy's experience gained in the Korean war. It is an advancement over the AD *Skyraider*, which has been the standard attack plane since its appearance in the fleet in late 1947.

Powered by two jet engines, each slung in a pod under the wing and outboard of the fuselage, the XA3D is in the 600-to-700 mph class.

While the Navy has not released details of the new plane, it can carry an equivalent bomb load as high and as fast as other carrier-based planes.

Supersonic Seaplane

A seaplane model called the *Skate*—one of the Navy's current aviation projects—may lead to a jet-propelled, supersonic seaplane fighter plane.


A three-foot wingspan flying model—powered by two small pulse-jet engines—has been constructed. The design employs the delta wing and blended wing-and-hull characteristics.

Somewhat similar radio-controlled scale models have been used on another Navy seaplane project—XP5Y-1—the world's first turboprop seaplane which has been undergoing flight tests at San Diego.

One of the main problems in jet-type seaplanes involves keeping water and spray out of the jet intakes. *Skate* utilizes a "spray dam" to minimize this difficulty.

Unlike XP5Y-1, *Skate* has no wing floats but depends on a low center of gravity and high water-plane inertia to maintain stability.

YESTERDAY'S NAVY



The Navy Department was established by an Act of Congress, 30 Apr 1798. United States Fleet landed sailors and marines at Vera Cruz, Apr 1914. Gen Homma, commander of Bataan Death March, executed, 3 Apr 1946.

APRIL 1952

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

Junk Salvaged for Navy

A bit of ingenuity on the part of a salvage yard officer has saved some "junk" worth \$35,556 for the Navy.

Tons of obsolete 50-caliber shells had been exploded and discarded in a pile of scrap along with nails, metal clamps and metal cases. When the Naval Supply Center, Norfolk, Va., was asked if it could salvage the metal in the scrap pile, Lieutenant W. J. Wiggin, Sr., USN, tackled the job.

LT Wiggin redesigned another piece of "junk"—a magnetic separator—and by adding two conveyors and using two coal unloaders, came up with a machine which separated the shells and bullets from the waste material.

With his gadget—which cost about \$600—LT Wiggin expected to salvage about 600 tons of brass and 250 tons of bullets—worth \$35,556—at the rate of about seven tons of shells and five tons of bullets in an eight-hour period.

Navy Wins Achievement Award

Proof that the Navy's civilian employees are doing a top-notch job to make the world's biggest Navy also the most efficient, is demonstrated by the fact that the Navy has been given the "Achievement Award" of the National Association of Suggestion Systems for the second time in three years.



SIZE OF SHOE is compared by Diver George Phillips, BMI, of USS *Opportunity* (ARS 41) with pierside cuties.

The association—which promotes employee suggestion systems both in private industry and in government—presents an award each year to the government department or agency showing the greatest annual increase in suggestion program participation.

In fiscal year 1951, Navy Department employees offered 51,990 improvement proposals. Of these, 13,146 were adopted. As a result, the tax-paying public will reap an annual savings of \$8,414,182 from the adoption of these proposals.



POULTRY FARM-BOUND George Brown, AOC, gets a final tribute for 31 years of service from his mates at Key West before heading for Florida and his farm.

Atomic Sub Named *Nautilus*

Nautilus—a name connected with various underwater craft for over 150 years—is to be carried on by the Navy's new nuclear-powered submarine.

First submersible to carry the name *Nautilus* was Robert Fulton's experimental craft (1801). Next was Jules Verne's fictional submarine of *Twenty Thousand Leagues Under the Sea* (1869).

In 1913 the Navy's first *Nautilus* was launched. This was "H-boat Number Two" or SS 29. With a surface speed of 14.1 knots and a submerged speed of 10.6 knots, the old H-2 was a highly successful type.

Next submarine to carry the name *Nautilus* was Sir Hubert Wilkins' polar prowler used in his 1928-29 North Pole expedition.

The same year that the H-2 *Nautilus* was stricken from the lists of naval vessels, the name was given to one of the three largest submarines the Navy has ever had. This was the spanking new N-2 or SS 168, a 371-foot long boat mounting two 6-inch guns and six torpedo tubes. Her speed was 16 knots surfaced, nine knots submerged.

This *Nautilus* sent to the ocean's bottom a total of 89,625 tons of Japanese shipping during her 14 World War II patrols. Almost half of this total was accounted for in a hectic 10-day period.

Nautilus was the first submarine to sink a Japanese carrier. In the spring of 1942, after the battle of Midway, she finished off the previously damaged carrier *Soryu*.

Larger, Faster LSDs

LSDs (landing ships, dock) of a larger and faster type are slated for the Navy. The contract for the first of these, LSD 28, has been awarded to a San Francisco, Calif., shipbuilding company.

While of the same general and unique design as the present type, the LSDs will be not only larger and faster but 12 feet wider. Planned length is 510 feet; beam, 84 feet; displacement, 6,500 tons.

Contracts for an additional three LSDs (29, 30 and 31) will be awarded in the near future. The San Francisco shipbuilders will act as "lead yard," performing design work and central procurement services for other yards in the four-ship program.



NEWSCASTER Bill Shafer, DK3, a former radio announcer, keeps men of USS *Antietam* (CV 36) informed.

Tool 'Mothballing' Pays Off

Navy "mothballing" has kept in tip-top condition machine tools and production equipment which today would cost the United States nearly a half billion dollars to replace.

At the end of World War II, the Navy began to build its reserve tool supply by conserving the few available from contract cutbacks and by acquiring additional "war surplus" tools. Each piece of equipment was cleaned and carefully inspected.

By June 1950, at the outbreak of the Korean war, approximately 40,000 tools—including major machine tools, metalworking machinery and related production equipment—were on hand.

When it was learned that the machine tool industry could not meet the immediate production requirements for the national defense effort, the Navy re-evaluated the use of its tool reserve.

As a result, about 5,000 additional Navy tools—not currently required by Navy contractors—have been turned over to the Army and Air Force. Another 10,000 tools, also not needed in current Navy programs, will be turned over to the other branches of the armed forces in the near future. Still another 16,000 are in use or are being shipped to Navy contractors working on joint contracts for the Navy's Bureau of Aeronautics and the Air Force.

35 LSUs to Be Built

Thirty-five LSUs (landing ship, utility) of an improved design are to be built for the Navy by shipyards in Kingston, N. Y., Point Pleasant, W. Va., and Houston, Texas.

These craft will be basically the same as World War II LCTs (landing craft, tank), their primary mission being to put tanks and their crews ashore on beaches. However, the new LSUs, though approximately the same length, will be slightly wider. They will be 34 feet in beam, 115 feet in length and will have a light displacement of 180 tons.

With the exception of a larger deck house, the new type LSU will have an external appearance similar to the LCT (5) type. Internally they will be equipped to provide greater comfort for the crew.

The designation of LSU for this type vessel is relatively new. In late 1949 the Navy's LCTs, numbering in the hundreds, were designated LSUs because of their additional uses. The LCT designation was then dropped.

Last of the World War II type was LSU (ex-LCT) 1465; first of the new type will be LSU 1466.

Navy Signs Hopper Dredge

The world's largest hopper dredge has been signed up for a tour of Navy duty. *Essayons*, owned and operated by the Army Corps of Engineers, is now increasing the depth of the York River at the point where it empties into Chesapeake Bay.

A million dollar job, it will enable ships of extreme draft to stand up the York and take advantage of Navy facilities located there.

Essayons can load up to her 8,000-cubic-yard capacity in an hour. Her 14-knot speed enables her to make a quick trip to the dumping grounds and return for another load. A dredging job in New York harbor was her previous assignment. There, in the past year, she removed enough dirt from the harbor's bottom to make a small mountain.

Navy duty for civilian-manned Army dredges is a practice of several years' standing. In the 1920s Army dredges deepened the entrance of Pearl Harbor, T.H., to depths that enabled Pearl to accommodate capital ships. Other areas where they have worked for the Navy are Norfolk, Va., Charleston, S.C., and the San Francisco Bay area.

HERE'S YOUR NAVY

The Chief of Naval Operations—the officer at the top of the service ladder—is a man with many tasks. He is the principal naval adviser on the conduct of war to the President and the Secretaries of Defense and Navy. In addition, he is a member of the



Joint Chiefs of Staff and has precedence over all other naval officers. A complete list of his duties would fill several pages. Perhaps his main task is commanding the operating forces of the Navy.

★ ★ ★

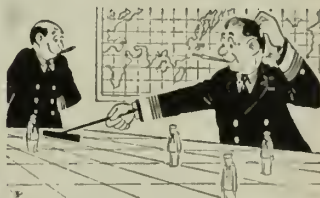
Under CNO are several high ranking officers who relieve him of some of the work load. Among these are: the Vice Chief of Naval Operations, the Judge Advocate General, the Chiefs of Naval Intelligence and Information, the Assistant CNOs for Naval Reserve



and Undersea Warfare and the Inspector General of the Navy. This last named officer functions, when so directed by CNO, as his "eyes and ears" in matters of economy and military efficiency.

★ ★ ★

Others among CNO's "right hand men" are the five Deputy CNOs. Each of these officers is in charge of a broad phase of the Naval establishment: Personnel, Administration, Operations, Logistics and Air. Quite



likely DCNO for Personnel—Chief of Naval Personnel is his other title—has the greatest effect on each of us. Among other things, he is charged with the discipline, promotion, advancement discharge and retirement of all persons in the Navy.

All-Navy Boxing Tourney Will Screen Olympic Candidates

An All-Navy Boxing Tournament, with the Commandant of the 11th Naval District serving as host, will be held at San Diego, Calif., 24-30 April. It will be considered by the U. S. Olympic Boxing Committee as a regional trial for the 1952 Olympic final trials at Kansas City, Mo., in June.

The winners and two designated alternates in each weight division will be ordered to the U. S. Naval Academy at Annapolis for intensive Olympic candidate training under selected coaches.

All qualified enlisted personnel on active duty in the Navy, Marine Corps, and Coast Guard, and in the Naval Reserve on active duty (not for training, only) are eligible to participate. The tourney will be conducted under Amateur Athletic Union rules and all contestants must meet the qualifications and definitions of an amateur. Any person having professional boxing experience is excluded from participation.

The championships will be financed from funds available to the Command Recreation Fund, 11th ND, resulting in no expense to the government or participants.

To be conducted on a single elimination basis, the boxing championships will include the following weight classes: flyweight (112 lbs.),

bantamweight (119 lbs.), featherweight (125 lbs.), lightweight (132 lbs.), light-welterweight (139 lbs.), welterweight (147 lbs.), light-middleweight (156 lbs.), middleweight (165 lbs.), light-heavyweight (175 lbs.) and heavyweight (any weight).

For sectional elimination purposes, eight separate groups have been established. The command (in parentheses) is responsible for the selection of a boxing team, consisting of the champion in each weight division, plus a manager and an officer-in-charge.

- Southwestern Group (Com 11): Activities in the 11th ND.
- Northwestern Group (Com 12): Activities in the 12th, 13th and 17th NDs.
- Pacific Fleet Group (ComFirst-Flt): Pacific Fleet units on the West Coast.
- Hawaii-Far East Group (Com-ServPac): Activities ashore and afloat in the Hawaiian and Far Eastern areas.
- South Central Group (Com 6): Activities in the 6th, 8th 10th and 15th NDs.
- Northeastern Group (Com 1): Activities in the 1st, 3rd and 4th NDs.
- Middle-Atlantic Group (Com 5): Activities in the 5th and 9th

Naval Districts, and the Potomac and Severn River Naval Commands.

• Atlantic Fleet Group (Com-ServLant): Atlantic Fleet units and shore based units (to include activities operating under CinCNELM).

Naval Air Training activities, Reserve Fleets, and all other naval activities will compete in their naval district eliminations (NROTC units and Naval Reserve units are excluded from participation). Fleet air wings are considered to be fleet units. Fleet Marine Force units are considered as shore-based activities and will compete in their naval district elimination, unless otherwise authorized by the Commandant, of the Marine Corps., Coast Guard participants will compete in the appropriate elimination group.

Individual awards will be furnished by the Chief of Naval Personnel to participants in the final championships at San Diego. The Jack Kennedy Boxing Trophy, a memorial to the man responsible for making boxing one of the most popular sports within the Navy, will be awarded to the outstanding fighter.

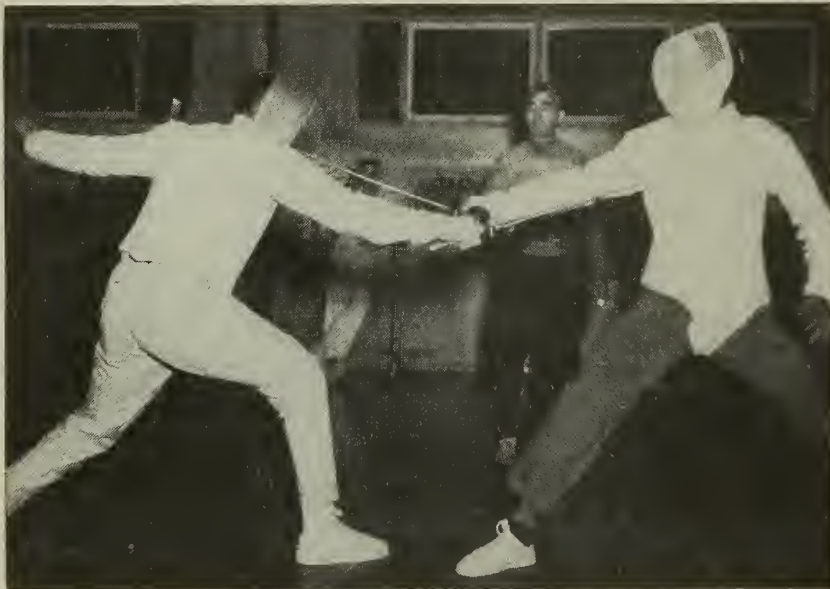
Complete details concerning the All-Navy championships are contained in BuPers Circ. Ltr. 16-52 (NDB, 31 Jan 1952).

Tender Has Fencing Team

Fencing, a sport unusual in the Navy outside of the Naval Academy, is gaining popularity with the crew of USS *Currituck* (AV 7). The seaplane tender has a young but eager three-weapon squad fast becoming proficient with foil, saber and epee.

Drilled only a few weeks by their coach, Stanley L. Morel, ADC, USN, the only fencer of the group with any experience, the squad won their first match, 16-11, against Tyler College, Temple University Extension, in Philadelphia. They also won several bouts against the Philadelphia Public School Athletic League city champions.

Chief Morel, with 27 years' experience in fencing, has twice represented the Navy in national and Olympic finals. In the 1952 "fence-offs" he missed qualifying for the Olympics but managed to end up in a three-way tie for fourth place in the national elimination.



TOUCHE!—*Currituck's* Boone wins a point in epee as ship's fencing team beat Philadelphia's Tyler College. Referee is Lajos Csizsar, world saber champion.

Most Valuable Player

The ComServPac "Most Valuable Football Player" trophy has been awarded to Herbert Selvog, HM3, USN. He was selected for his outstanding defensive play on the Com-ServPac six-man football team of 1951.

DE Has Hot Hoop Team

One of this year's outstanding destroyer basketball teams is that of *uss Tabberer* (DE 418). At the halfway mark of their season the DE hoopsters had annexed the DesLant Ships (Naragansett Bay Area) tournament at Newport, R. I., and the Boston Armed Forces YMCA Afternoon League trophy.

In the Boston tourney, they recorded a perfect competition by winning seven straight games against no losses in the round-robin event.

As of 1 February, the team had won 15 of their 16 games played. The single loss was to a quintet from *uss Hugh Purvis* (DD 709) which squeezed out a 41-37 win during the Newport tourney.

Wins Excellency Trophy

Athletic teams of NTC San Diego, showing complete superiority in 11th ND sports for the second straight year, successfully defended the Commandant's Athletic Excellency Trophy won in 1950.

San Diego Centermen scored a total of 580½ points for the 1951 season to set a new mark for the trophy race. Second-place Camp Pendleton Marines trailed by 279½ points, NTC's athletes won 12 of the 16 contested league sports, and for the first time in 11th ND athletic history, took all four of the major titles—football, baseball, basketball, and track and field. The Bluejackets also won the wrestling, boxing, tennis, handball, badminton, swimming, and golf trophies, and shared the table tennis and bowling titles. They placed runners-up in bowling, volleyball, softball, and touch football.

It was the second consecutive year and the third time the Center has won the award since its origin in 1946.

The Junior Athletic Excellency Trophy was awarded to Point Mugu Naval Air Missile Test Center whose teams scored the most points in the 11th ND Minor League.

SIDELINE STRATEGY

Our scene is somewhere about 750 miles from Guam; 1,300 from Tokyo. Enter: "The Fueling Fool" of the Korean combat zone, the fleet oiler *uss Passumpsic* (AO 107). She stops dead in the water, for there is the "ol' swimmin' hole"—clear, blue and warm. Cue: "Swim Call." And in plunge the crew's aquatic acrobats with all the zest of "that old gang of mine." Although this swimming party was under the watchful eye of a whaleboat guard, caution still was necessary. It was safe enough to dive into the deep end of the mid-ocean "pool," but care had to be exercised at the shallow end which had a depth of but 18,020 feet.

* * *

At times we've commented on receipt by service people of letters unusual and noteworthy because of their voluminosity of words or page count. Now we've heard of this new one which rates a prize of some sort. It seems that Joan Marie Sneden, SA, USN, while attending PN school at Norfolk became allergic to the old home-sick bug. In a note to her parents in Flint, Mich., she intimated that a nice letter would cheer her up. In response to her plea, she received but a single sheet of writing. The one-pager, however, carried greetings from family and friends inscribed on a roll of shelf paper 25 feet long.

Among racket clubs competing for eups in 1951's tennis tournaments, was that of NAS Pensacola whose netmen defeated Mobile for the second straight year to retain the Gordon Smith court trophy. In the feature match, LCDR Jack Behr, USN, of *uss Monterey* (CVL 26) was a two-of-three-set winner with sets of 6-2, 5-7, 12-10. To the sneakers-and-shorts neophyte these figures would mean little, but those more familiar with tennis scoring might well express a "Whew!" To win that single match, Mr. Behr cavorted about the court for three solid sweating hours.

* * *

Probably many of us have somewhat unusual ambitions, but this month's award goes to SSgt Tommy Jenkins, USMC, of Camp Pendleton, Oceanside, Calif. He's attempting to break the world's rope-skipping record set in 1933 by an Australian lightfoot who made 18,463 consecutive turns in one hour and 45 minutes. The best Sergeant Jenkins has been able to do to date is slightly over 5,000 turns without a miss. And he was really whipping the old rope around that day—could possibly have added a few thousand more turns to his count—but just as he had completed his 5,047th hop, the gym phone rang. He answered it. He had the duty.—Ernest J. Jeffrey, JOC, USN.



THE BULLETIN BOARD

Transportation Restricted For Dependents of Navymen On Short Tours in the Med

Restrictions on the transportation of dependents of shipboard personnel temporarily on duty in the Mediterranean are outlined in BuPers Circ. Ltr. 12-52 (NDB, 31 Jan 1952). Navymen serving in ships on short tours of Med duty who are planning to take their families to that area are also advised of living conditions which will be encountered.

Dependents of personnel attached to ships with U. S. home ports and yards which are temporarily assigned "Med duty" for periods of less than six months are not eligible for transportation in vessels of the Military Sea Transportation Service to or from that area.

Any travel performed by such dependents must be via commercial means at their own expense.

Over-all conditions in the Med area are much the same as those covered in ALL HANDS, March 1951, pp. 42 and 43. These are the conditions that prevail for dependents of shipboard personnel on short tours of Med duty:

- Government quarters and government dental and medical facilities are not available.
- Living expenses are extremely high.
- Persons proceeding to the Med area will be required to live on the local economy and on such facilities as are available to the general public.
- During the tourist season return commercial transportation to the

Aviation Ratings Needed For Duty as Instructors

Enlisted instructors are urgently needed at the Naval Air Technical Training Center, established at Norman, Okla.

Enlisted ratings—in pay grades E5, E6 and E7, with a minimum GCT of 55—desiring such instructor duty may submit requests, via their COs, to the Chief of Naval Personnel (Attn. Pers B212f), using form NavPers 1247. Information on instructor duty will be found in BuPers Circ. Ltr. 11-52 (NDB, 31 Jan 1952).

USA cannot readily be obtained.

Before personnel decide to move their dependents to the Med area they are advised to make a survey of the situation. For those who elect to move their dependents to the Med area notwithstanding the above conditions, the following advice is given:

- All passport arrangements must be made direct with the Department of State in Washington, D. C., or with the clerk of the court nearest the home of the dependents. Application should not be made to the Commander in Chief, Naval Forces, Eastern Atlantic and Mediterranean, for permission to bring such dependents traveling as private individuals to the Med area.
- All passport and visa charges must be paid by the applicant at the regular rates.

Naval personnel who move their dependents to the Med area at their own expense under the above conditions do so entirely on their own responsibility and are informed that government transportation will not be available for their return to the U. S.

However, the new circular letter (12-52) authorizes an exception to the above paragraph. If after the departure of the vessel from the U. S., the ship's tour of duty is extended to six months or more, dependents who have proceeded to the Med area at their own expense may be authorized return passage on MSTs vessels on a space available basis.

Instructor Duty Available For Qualified Personnel; Schools, Pay Grades Listed

Qualified enlisted instructors are still needed at the following activities, according to BuPers Circ. Ltr. 11-52 (NDB, 31 Jan 1952), and eligible instructor candidates must be in the pay grades listed after each school:

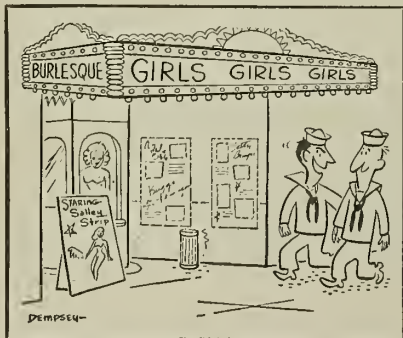
- Class A, B, C, and functional service schools under the management control of BuPers (pay grades E5, E6 and E7).
- Aviation schools of the Naval Air Technical Training Command (pay grades E5, E6 and E7).
- Recruit Training Commands (pay grades E5, E6 and E7).
- Disciplinary Barracks and Retraining Commands (pay grades E5, E6 and E7).
- Honor Naval Schools (only QM, GM and EN in pay grades E6 and E7).
- Merchant Marine and Maritime Academies (only BM, GM, FC and YN in pay grades E6 and E7).
- Fifty-two NROTC Units (only

New Handbook Available To Shop Store Personnel

"Here's How!" — an illustrated handbook for use by shop store personnel—is now being distributed to all naval shore establishments by the Yards and Docks Supply Office, Port Hueneme, Calif.

The handbook discusses the handling of repair parts for automotive, construction and materials-handling equipment. It stresses the importance of parts-interchangeability, factors in the establishment of initial stocks, and the timely handling of stock replenishment. "Here's How!" also includes basic information on the Yards and Docks Supply System distributive organization and YDSO policies and publications.

Requests for additional copies of "Here's How!" should be forwarded to the Yards and Docks Supply Officer, Naval Construction Battalion Center, Port Hueneme, Calif.



"Let's go in, they have good popcorn."

QM, GM, YN, SK, ET and FC/FT in pay grades E6 and E7).

• Naval School, Officer Candidate (only BM, QM, GM, FC, DC, MR and six drill masters, any rating, in pay grades E6 and E7).

Locations of these activities will be found in NavPers 15795 or in the *Catalog of Naval Activities*. Qualified personnel may submit requests for duty at specific schools or they may list choices by naval district.

Requests should be submitted, via commanding officers, directly to the Chief of Naval Personnel (Attn: Pers B212c), using the Instructor Duty Request Card, NavPers 1247.

Because of the urgent need for well-qualified instructors, the path to shore duty may be shortened considerably for individuals requesting instructor duty—especially for those EM in ratings for which there are relatively few shore billets. Personnel must meet the basic shore duty eligibility requirements, however, as set forth in BuPers Circ. Ltr. 36-50 (NDB, January-June 1950).

Past experience has proved that personnel who possess a minimum GCT of 55, a clear record, and who are volunteers make the best instructors. BuPers will consider exceptions to this minimum GCT score, however, if a waiver is recommended on the Instructor Duty Request Card.

14-Week Salvage Training Open to Line Officers

Line officers of the Regular Navy and Naval Reserve may apply for salvage training at the Naval School, Salvage, New York Naval Shipyard Annex, Bayonne, N. J. Applications are open to officers of the rank of lieutenant commander and below, including warrant officers.

Applicants must have a period of obligated service of 18 or more months and must be physically qualified to receive diving training in accordance with Art. 15-30, *Manual of the Medical Department*.

This 14 weeks' course covers all phases of ship salvage, including methods employed in raising sunken ships in harbors and coastal areas. It also includes instruction in the salvage of disabled or grounded vessels, and in other specialties of salvage such as elementary naval design, underwater mechanics and diving to

Careless Smoker Is Navy's Walking Fire Hazard

The careless smoker is still the greatest fire menace to life and property, according to fire-protection engineers in the naval shore establishment.

Vigilance against this walking fire hazard, and other precautions, however, brought the Navy's fire losses at all naval shore establishments to a record low for 1951.

Total damages of \$951,564, including six deaths and 110 injuries during the fiscal 1951 period (1 July 1950 – 30 June 1951), was 45 per cent under the previous year's loss of \$1,787,945. Loss in-

cluded damage to buildings, supplies, equipment and vehicles.

Fire damage is mounting once again during fiscal 1952 (1 July 1951 – 30 June 1952), having already exceeded – in the first six months – the 1951 record low.

Indoctrination of personnel, new building designs and increased protection from sprinkler systems and fire-fighting equipment all contributed to the reduction record for 1951. The increase in fire losses during the current year indicates the need for continuous campaigning against carelessness.



the extent necessary for supervision of underwater operations.

Officers who desire salvage training are encouraged to submit their requests for assignment to the Naval School, Salvage, via the chain of command, to the Chief of Naval Personnel (Pers B111h).

BuPers Circ. Ltr. 3-52 (NDB, 15 Jan 1952), which outlines the program, states that officers trained in the Salvage Officers Course are normally assigned to salvage officer billets in ARS, ARSD, ARST, ASR and ATF type vessels and to staffs of various commands.

Service Record Replaces Qualifications Jacket

A new Officer Service Record (NavPers 3021) has been established to replace the present Officer's Qualification Record Jacket (NavPers 305). The new record is intended to provide:

- Commanding officers with information to assist them in assigning and administering those officers attached to their commands.

- BuPers with information to as-

sist in maintaining officers' qualification records.

- Each officer with a ready file of documents required by him to establish essential facts relative to his naval service.

In addition to the new file folder (NavPers 3021), another form is necessary to complete the Officer Service Record. This is the "Record of Duties Performed" (NavPers 3031, New 9-51)—a single 8 x 10½ inch sheet to be prepared in duplicate, one copy of which is to be filed in the new service record while the copy is to be forwarded to the Chief of Naval Personnel. The Record of Duties Performed replaces the tear-off sheets of the old fitness report form which was replaced by the new "Report on the Fitness of Officers"—see BuPers Circ. Ltr. 83-51 (NDB, 31 May 1951).

Both of the new forms are available from district publications and printing offices. Information on the new procedure is printed on the new file folders. Complete details concerning the Officer Service Record will be found in BuPers Circ. Ltr. 1-52 (NDB, 15 Jan 1952).

His Relief Turns Out to Be His Own Brother

"Graham relieves Graham"—this happened in Korea when short-timers of the 1st Marine Division were relieved by fresh-from-the-States marines. Now, when a man relieves a man with the same family name, that's not news. But when, after a 5,000-mile trip, a man relieves his brother—that's news.

The short timer, Cpl Charles Graham, 23, was a company truck driver. His brother, Cpl William Graham, 18, took over Charles' truck, job, rifle and pistol.

"All I was hoping for," said the younger marine, "was to see Chuck

before he was rotated—then when I found out I was relieving him on the same job, it was more than I expected."

The older brother, a handlebar-mustached marine remarked, "I've given the kid everything I had. That includes my good luck, I hope."

The Grahams are from St. Louis County, Miss. Since 1943, when the oldest brother, John David, joined the Corps, there has always been one or more brothers in the Corps. A fourth brother, SSgt Clifford, is stationed at Camp Pendleton, Calif.

Medical, Dental Training Reserves in Phasing Plan

Reserve officers who received pre-medical or pre-dental training while participating in either the V-12 or ASTP programs are now included in the first two categories in the phasing schedule for the release of USNR officers from active duty.

Categories and status of such officers are outlined in BuPers Circ. Ltr. 202-51 (NDB, 30 Nov 1951), as follows:

- A period of 24 months on current tour of duty, exclusive of internship, (dependent upon the needs of the service) must be served by those officers who were participants in either the V-12 or ASTP programs in pre-medical, pre-dental, medical or dental schools, or who were deferred to pursue their education in any of these schools, and who performed less than 90 days' active

service *subsequent* to the completion of or release from the program.

- A period of 12 to 24 months on current tour of duty, exclusive of internship and dependent upon the needs of the service, must be served by those officers who participated in either the V-12 or ASTP programs in pre-medical, pre-dental, medical or dental school, or who were deferred to pursue their education in any of these schools, and who performed more than 90 days' but less than 24 months' active service *subsequent* to the completion of or release from the program.

Promotion Dates Announced For 1,428 Picked as LCDR

Announcement has been made of the promotion authority and dates for the 1,428 USN and USNR officers on active duty, who were previously selected (but not promoted) for temporary appointments to the grade of lieutenant commander by BuPers Circ. Ltr. 222-51 (NDB, July-December 1951).

According to Alnav 4-52 (NDB, 31 Jan 1952), all officers listed in Enclosure "B" of the circular letter received temporary appointments on 1 February to date from 1 Feb 1952.

Those officers listed in Enclosure "C" are given temporary appointments to date from 1 Mar 1952 and those officers listed in Enclosure "D" will receive temporary appointments on 1 April to date from 1 April 1952.

The promotion lists include lieutenants of the line and staff corps.

Atomic Energy Expansion Described Here Because Of Interest to Navymen

Increased production is the word in the field of atomic energy today. Since the powerful atom is constantly acquiring even greater roles in the national defense effort, bluejackets will be interested to learn of the current expansion measures, made under the direction of the U.S. Atomic Energy Commission.

So far, two post-World War II atomic expansion programs have been put into effect and a third is now being formulated. The first increase involved expansion of the productive capacity of the Hanford, Wash., plutonium plant and the Oak Ridge, Tenn., uranium separation plant. The second increase involved construction of new plants at Aiken, S.C. and Paducah, Ky.

In a speech before the American Ordnance Association in New York, Chairman Gordon Dean of the Atomic Energy Commission praised the Navy's Bureau of Ordnance and the Army Ordnance Department for their participation in the program. BuOrd performs some of the work directly for AEC and, in other instances, supervises the work of private contractors.

Plutonium and uranium-235 are the two fissionable materials now in wide use in the program. Both are produced from raw uranium and both are costly. Plutonium is manufactured at Hanford, Wash., while uranium-235 is produced at Oak Ridge, Tenn.

Feed lines to these plants run from the Colorado Plateau where much of the uranium is produced for sale to AEC. Other feed lines flow from such faraway points as the Arctic regions of Canada and the Belgian Congo in Africa. The uranium passes through many refinement processes on its way to the main plants.

From Oak Ridge and Hanford, the fissionable materials pass through a complex manufacturing chain, involving scores of private contractors, which leads ultimately to the national atomic weapons stockpile.

In addition to the production chain, AEC supervises an extensive research and development program. The commission maintains 10 major government-owned laboratories—all



"It's for circular letters."

privately operated — and supports more than 500 other projects carried on in privately-owned facilities.

These research activities are important not only for their contributions toward the development of atomic-age weapons but for their work in seeking peacetime use of atomic power.

Virtually all research done for a military purpose can be—and is—done in such a way that we can obtain peaceful dividends as well. For example, if a reactor can be made to produce power to propel a submarine, ship or aircraft, it seems evident that a reactor can also be made to produce power to operate a commercial vessel or airliner or, perhaps, to light a city.

Reactors will produce power, it is known, but they are costly. Before they will be of much value to a peacetime Navy or to the civilian population, reactors must be made to produce atomic power cheap enough to compete with existing coal, oil and hydroelectric systems.

Two California Divisions Win USNR Inspection Trophies

Top honors in the 1951 National competitive USNR inspection went to two California Organized Reserve divisions.

Winner of the James Forrestal trophy for best-rated Organized Surface division is Division 11-48 of Santa Monica, Calif. Runner-up was Division 13-2 of Butte, Mont.

The Fleet Admiral C. W. Nimitz trophy for best-rated Organized Submarine division was won by Division 12-9 of Alameda, Calif. Division 14-3 of Pearl Harbor, T.H., was second in the submarine division scoring.

Inspection board members indicated that the Reserve units showed a marked improvement over 1949 inspections. This was despite the burden imposed on Reserve units by the call to active duty of many officers and men.

The first Naval Reserve competitive inspection was held in 1948. Outbreak of hostilities in Korea caused the scheduled 1950 inspection to be cancelled. Scoring in this Naval Reserve competition is made on a basis of: training—60, personnel—20, administration—20.

Retires After 27 Years with Submarines

After more than 30 years' active service one of the Navy's oldest submariners has retired from the service.

Timothy Francis McCarthy, TMC(SS), usn, spent 27 of those years either in or around submarines. He wound up his career while serving in *uss Blackfish* (SS 221), training submarine Reservists.

Chief McCarthy first enlisted in November 1919. On this hitch he had a good look at the surface Navy while serving in *uss Delphy* (DD 261). He went back to civilian life at the end of this three-year hitch but after two years signed up again. This led to the first of an unbroken ladder of seven hashmarks.



Chief McCarthy

McCarthy next found himself in the torpedo gang on board *uss V-1*, one of the Navy's three V-Boats, a type of sub noted for its tricky handling qualities. Most of the five years McCarthy served in this craft was spent in China.

During the next seven years—from 1929 to 1936 — McCarthy really moved around in the submarine fleet. He served in four R-boats and three S-boats, most of which were 20 to 25 years old at the time.

In January 1947, during the shakedown cruise of *Pickrel* (SS 177), he sailed down to the Amazon River.

"First sub in those waters," he remembers. "We went in there mostly to show the colors."

The following year McCarthy and *Pickrel* were engaged in maneuvers in Alaskan waters.

His next submarine was *uss Guardfish* (SS 217). One of the two submarines to win a pair of Presidential Unit Citations, *Guardfish* was the sub whose crew watched the Japanese horse race during her war patrol of August-September 1942.

As Chief McCarthy recalls it:

"That was early in the war . . . they weren't ready for us yet. Off Honshu one day we watched a horse race through the periscope. Every man in the crew had a look at it. You could see the horses, jockeys, and crowd fine. Nobody made any bets, though."

This same patrol saw straight-shooting *Guardfish* chalk up two other oddities. Both were made possible by McCarthy's true-running torpedoes. First was the torpedo long-shot, one of the longest of the war. From a distance of over three miles and after a run of seven minutes, this torpedo made a ship-killing bull's eye on a freighter moored to a pier.

Next came the one-two jab. Working over a convoy, *Guardfish* dispatched a torpedo apiece to two freighters. She did this in less than a minute, sending one down stern first; the other down bow first.

One reason for this "shooting gallery set up" was that *Guardfish* was operating in waters that no other submarines had yet penetrated. Another was the ineptness of the Japanese escort vessels. At one time a Japanese destroyer bore down on *Guardfish*. The sub refrained from the usual deep dive to get in a shot at the pursuing DD. So unskilled were the destroyer's sonar men that no contest resulted.

When *Guardfish* entered Midway lagoon after that patrol she carried a broom at her masthead, having scored 11 hits and eight sinkings.

Before he went to duty with submarine activities ashore, McCarthy served in three other subs: *Gato*, *Nautilus* and *Runner*. Following the war, he was in charge of the Midway torpedo shops in 1946-47. Then, after a year's duty at Key West, Fla., he reported as a member of a ship-keeping crew to *uss Blackfish* at New London, Conn.

Soon after Chief McCarthy had unpacked his foot locker, he began one of his last—and least glorious—sea voyages. With an auxiliary fleet tug on the other end of the tow line, his last seagoing-home was being towed to St. Petersburg.

Living Conditions in Germany for U.S. Naval Personnel and Dependents

ALL HANDS continues its series of reports on overseas living conditions with information on Germany. Pamphlets giving detailed information on Germany may be obtained by writing to the Chief of Naval Personnel (Attn: Pers-G212), Navy Department, Washington 25, D. C.

Germany

U.S. naval personnel in Germany are located in most cases at Heidelberg, headquarters for ComNavForGer; U.S. Naval Advanced Base, Bremerhaven; U.S. Navy Rhine River Patrol, Schierstein, Mannheim and Karlsruhe; and Naval Intelligence, Berlin. In general, the following information applies no matter where in Germany you are stationed.

Climate—The weather in Germany is similar to that of the North Atlantic states, with balmy, pleasant spring; warm, hazy summer; "Indian summer" autumn; and a cold, damp

winter spiced with occasional freezing spells.

Housing—There is an acute housing shortage in Germany and waiting lists are the rule. Quarters are provided in lieu of rental allowance. For the most part, they are private homes that have been requisitioned to house occupation personnel. Apartment house type billets are now being constructed by the occupation forces to take care of increased personnel. Rank and rate seniority govern assignment to housing facilities, but family size plays an important part, too, especially among the junior grades. Enlisted personnel below the rate of PO2 are not permitted to bring dependents to the European command.

Furniture—Most homes are well furnished with respect to major items including china, glassware and flat silver, but—in some cases—do not measure up to American standards.

Refrigerators and stoves are provided with each billet but they do not compare well with the American modern kitchen products. Bring your own cooking utensils. If you must have a soft mattress, better bring your own.

Household effects — Take along such items as "favorite lamps," knick-knacks, table, bath and bed linens. Blankets are provided. Household effects shipped from the States under your orders should be addressed to yourself in care of Supply Officer, U. S. Naval Advanced Base, Bremerhaven, Germany.

Utilities—Don't take along a television set and you'd better leave your electric clock at home, too, because the 50-cycle current in Germany causes electric clocks to run slow. Current is either 220 volts, 50 cycle AC or 110 volts, 50 cycle AC. Most American-made appliances will function satisfactorily, so take along your radio, phonograph (which may have to be adjusted to suit the current), washing machines, electric razors, vacuum cleaners, etc.

Clothing—Service dress blue "A" is worn from November through March; service dress blue "B," April through October. The service dress khaki is optional during working hours in summer months. The service dress whites are now mandatory for official-social functions when specified. Take along the evening dress uniform, if you have one. Uniforms must be worn at all times in the occupation zones of Germany but civilian clothing may be worn while traveling on leave in other countries of Western Europe. Bring along an adequate supply of shirts, socks, ties, shoes, etc. Most accessories are available at the ship's stores in Bremerhaven and Heidelberg.

Women will find the "dressing tastes" of New York or Washington quite appropriate in Germany. Light cottons, linens and silks for summer; woollens and correspondingly heavier materials for fall, winter and spring. While Paris fashions are only a few hours away by plane or train, many women will be better satisfied if they bring along Stateside shoes aplenty.

Food — Most food is available through Army commissaries. Food in

Chief Retires After 32 Years Served in 17 Ships

The lone entry on the wardroom menu read "Serna Special." Felicísimo Serna, SDC, usn, with more than 32 years' experience at preparing Navy officers' meals, could guarantee a dish to tempt the taste.

On board *uss Prairie* (AD 15), he celebrated his last day of naval service by serving his specialty, an oriental dish called "Show Tang-hon" in his native land, the Philippine Islands.

He'll take over the management of a Los Angeles, Calif., restaurant. Entering civilian life from a destroyer tender is appropriate because one of his first ships was famed old *Black Hawk* (AD 9), mother ship of Asiatic fleet destroyers. Serna had served in more destroyers than in other ships combined. Total of all ships was 17. His DDs were Asiatic fleet four stackers.

One of the "other" ships was *uss Huron* (ex-South Dakota—CA 9), a coal-burning armored cruiser. Serna was on board *Huron* when she steamed into Tokyo Bay during the 1923 earthquake disaster. He was a member of the landing party

which went ashore to feed the homeless, collect the dead and aid the injured.

World War II saw him charging about the Pacific on board fleet oiler *Platte* (AO 24). He took part in the Marshall-Gilbert raids of February, 1942; Battle of Midway; Guadalcanal and Eastern Solomons campaigns; Attu (Alaska) occupation; Gilbert Islands and Kwajalein Island operations; the first bombing raids on Truk, Saipan and Tinian, Palau, Woleai and Yap.

His record reads like a chronicle of the Navy's war in the Pacific. The Hollandia (New Guinea), Guam, Luzon, Formosa, Mindanao, Iwo Jima and Okinawa operations—all were participated in by Chief Steward Serna.

He spent the entire war on board the wide-ranging *Platte*, a ship that crossed the equator 14 times during her fleet-fueling operations.

Among Serna's service ribbons, which includes the Good Conduct with seven stars, are the Second Nicaraguan Campaign, Yangtze Service, China Service, Philippine Liberation and Korean Service.

German markets is improving and prices are lower than in the States. Fresh milk, eggs, butter come daily from Holland and Denmark. Prices are about 40 percent cheaper than in the U. S. A wide variety of baby foods is available.

Automobiles—Automobiles may be shipped to Europe via MSTs. They must have a minimum of \$5,000-\$10,000 personal liability and \$5,000 property damage insurance coverage. Proof of ownership and a shipping document — obtained through the MSTs office at the New York Port of Embarkation — are needed. Gasoline is obtainable in Germany through the European (Army) Exchange System at 16 cents a gallon. Stateside motor oil is available at 20 cents a quart. Repair facilities are available through the Exchange system or at German garages. Cars are an asset in Germany and other parts of Europe.

Servants—As of December 1951, most families enjoy the privileges of one servant, paid for by the German government. Eventually it is expected that servants will no longer be provided. The average wage for a well-qualified servant is about 160 Deutschmarks (about \$35) monthly, however, and thus it would be possible to continue use of servants.

Medical care — All posts in occupied Germany provide medical and dental care. General and station hospitals are available as well as dispensaries.

Education—There is a very fine school system for dependents, from kindergarten through high school. Most teachers are accredited instructors from the States. Many of the language teachers are foreign nationals. Dependents' schools are free to children of U. S. military personnel. The University of Maryland operates evening college courses at all major posts in the American occupation zone.

Religion—Denominational services are held on Sunday and weekdays by Army chaplains of all faiths. German churches are also available to Americans.

Recreation — Outstanding recreational facilities are provided by the Army's special services division. Clubs, theatres, libraries, hobby and handicraft shops, photographic dark rooms, bowling alleys are available,

Navy Tug Pulls Missionary's Ship From Reef

A salvaged job by Navy tug, *uss Cocopa* (ATF 101), has put Jesuit Father William E. Rively, the "Seafaring Missionary of Micronesia," back in circulation.

When Father Rively's vessel, *Romance*, was caught in a storm while anchored off Pulap atoll, 460 miles southeast of Guam, it was blown 100 feet onto a reef. Battered about on the coral reef for several days, *Romance* was finally sighted by a Navy patrol plane which radioed for help.

Standing by at Guam, *Cocopa* was ordered to proceed at best possible speed to the lonely Carolino atoll.

Arriving at the atoll, the tug found Father Rively and his native crew clinging precariously to their heavily listing vessel.

Cocopa floated a tow wire to the mission schooner while natives fashioned a skidway of coco-logs to protect *Romance's* hull from the coral rock. *Romance's* 12-day ordeal ended when *Cocopa* pulled the squared-rigged schooner gently to safe anchorage.

After the Navy rescuers inspected the sea-going chapel's hull for damage, repaired her sails and rigging, checked her supplies and declared the schooner again seaworthy, the two ships sailed together to the open sea.

Cocopa returned to Guam to await another rescue assignment. *Romance* resumed its job of carrying Father Rively, his prayers and knowledge to his scattered congregation of Pacific islanders.—C. C. Vollmer, JO2, usn.

as well as the usual sports programs. The German theatres present a better-than-average year-round program of opera, concerts and ballet. Garmisch, Berchtesgaden and Chiemsee are major recreational centers for service personnel. Sight-seeing tours through various Western Europe countries are quite popular.

Total Disability Provision Of NSLI Policy Clarified

The Veterans Administration has clarified the status of the "total disability" provision of NSLI or USGLI insurance policies. This provision provides a monthly income of \$5 per each \$1,000 of NSLI insurance or \$5.75 per each \$1,000 of USGLI insurance, in the event of total dis-

ability. Personnel must pay an extra premium, however, to be eligible for this benefit.

Term policy holders who wish to waive their insurance premiums under the Servicemen's Indemnity and Insurance Act of 1951 (see ALL HANDS, January 1952, pp. 48-51) may retain the total disability provision by continuing to pay the special total disability premium. Likewise, holders of permanent plan policies who elect to waive the "pure insurance risk" portion of their premiums may also continue the total disability provision in force by continuing the special premium together with their regular premium.

Personnel who surrender their policies for cash may not continue the total disability provision in force. They may reinstate it, however, at the original premium rate and without a medical examination, when they reinstate their basic policy. This may be done at time of retirement or separation or within 120 days thereafter.

Navy men who have not previously owned the total disability provision and who wish to add it to their policy may do so if they meet the medical requirements.

Additional information may be found in BuPers-MarCorps Joint Letter, 3 Jan 1952 (NDB, 15 Jan 1952).



New Catalog of Enlisted Correspondence Courses Now Available to All

Advancement in pay grade regulations require all enlisted personnel to complete the *Navy training course* applicable to their rating before they may take the examination for the next higher pay grade, provided a training course is available for the rating.

Enlisted correspondence courses are based upon Navy training courses, and use the training courses as their texts. The successful completion of a Navy correspondence course, while not required, will be helpful in preparing the bluejacket for the advancement examination. In addition, a *Certificate of Satisfactory Completion* is entered in the student's service record.

A new *Catalog of Enlisted Correspondence Courses* (NavPers 91-200), listing all courses now available, is ready for distribution to all naval personnel on active or inactive duty.

Enrollment procedures are de-



"I wish you'd find something else to steam your clams in, Davis."

scribed in detail in the catalog, and there are brief descriptions of the content of each course. Also included is a list showing the ratings for which each course is applicable.

Enrollment in the courses is entirely voluntary.

Reservists on inactive duty will

receive retirement point credit for each completed course. Reserve personnel on active duty do not receive retirement credit but are given the *Certificate of Satisfactory Completion*, which is also entered in the service record when the course is satisfactorily completed.

Reserve personnel on active duty may receive copies of the catalog from their division officers or education officer. Inactive Reservists may obtain copies from their unit commander if attached to an Organized or Volunteer unit; from the nearest Naval Reserve training center, or by writing to their district commandant.

A list of available Enlisted correspondence courses was published in *ALL HANDS*, November 1951, pp. 48-49. Since publication of that list, the following new courses have been prepared and are now available. As additional courses are offered, *ALL HANDS* will publish the names as they become available.

CLASSIFICATION AND TITLE	NAV-PERS NO.	APPLICABLE TO FOLLOWING RATINGS	Group VII. Engineering and hull Boilerman 3		
<i>Nonrated Courses</i>					
Stewardsman	91691	TA, TN, and TR.	Engineman 3, Vol. 1	91516	BT, BTG, BTR, MR and strikers.
			Engineman 2, Vol. 1	91518	EN, END, ENG, and strikers.
<i>Group I. Deck</i>					EN3, END3, ENG3.
Chief Boatswain's Mate	91245	BM1, BMB1, BMG1, BMK1, BMR1, and BMS1.	<i>Group VIII. Construction</i>		
Quartermaster 1	91251	QM2, QMQ2, and QMS2.	Mechanic 3	91578	CM, CMD, CMG, and strikers.
Sonarman 2	91260	SO3, SOG3, and SOH3.	Mechanic 2	91579	CM3, CMG3, CMD3.
Radarman 2	91267	RD3.	<i>Group IX. Aviation</i>		
<i>Group II. Ordnance</i>			Aircraft	91616	AM, AMH, AMS, and strikers.
Torpedoman's Mate (E) 3	91301	TM, TME.	Materials	91617	AM, AMS, and strikers.
			Aircraft Welding	91628	AD, ADE, ADF, ADG, ADP, and strikers.
<i>Group V. Administrative and clerical</i>			Aircraft Engines		QM, QMQ, AC, AG.
Navy Mail	91401	TE, TEM, and strikers	Aerology, Vol. 1	91644	AK and strikers.
Yeoman 3	91413	YN, YNT, YNS, and strikers.	Aviation Storekeeper, Vol. 1	91651	
		YN2, YNS2, and YNT2.	Aviation Boatswain's Mate, Vol. 2	91655	AB, ABG, ABU, and strikers.
Yeoman 1	91415	YN1, YNS1, and YNT1.	<i>Group XII. Steward</i>		
Chief Yeoman	91416		Steward 2	91693	SD3, SDG3, and SDS3.

Temporary Advancements To E-5 and E-6 in 1951 Now Confirmed Permanent

Temporary advancements to pay grades E-5 and E-6 which were authorized at any time during the year 1951 are now to be confirmed as permanent advancements. However, temporary advancements made on and after 1 Jan 1952 remain in the temporary status.

BuPers Circ. Ltr. 8-52 (NDB, 31 Jan 1952), which is applicable to members of the Regular Navy and Naval Reservists (including Fleet Reservists) on active duty, confirms as permanent those temporary advancements to pay grades E-5 and E-6 which were effected after 31 Dec 1950, but on or before 31 Dec 1951 as the result of any one of the following:

- The January 1951 or July 1951 service-wide competitive examinations.
- Any delayed examinations attendant to the above examinations.
- Special authorizations from the Chief of Naval Personnel, including meritorious advancements and special advancement quotas to the commanding general, First Marine Division.
- Having qualified while on inactive duty or on continuous active duty in USNR prior to current tour of

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 7

1. (b) Hero's boiler. A spherical form boiler best adapted for strength. It was one of the earliest to be used, being employed about 150 B. C. by Hero of Alexandria, leading Greek mathematician and physicist of his time. The discharge vents are fitted so that the cylinder revolves in a clockwise direction.
2. (a) Leveling rod. Pictured is the "target" and a short length of the rod itself.
3. (a) Bench rammer crossing a stove tool.
4. (b) Mauls.
5. (b) Caduceus. A herald's staff of office; specifically the staff of Mercury or Hermes. Hermes' staff has long been the symbol of physicians and the medical corps.
6. (c) I-beam. Also called I-girder. Used in structural steel and iron-work.

Phone Service in Korea Takes a Real Operator

So you think you have trouble with a well-organized Stateside telephone service? Well, let's listen in on a military switchboard with the First Marine Division somewhere in Korea:

"Hello, Tragic? Gimme Clutch please."

"Sorry, sir. Clutch lines are busy. I'll give you Shift and you can reach Clutch through them."

"Shift? Clutch please. Hello, Clutch! What? NO! This isn't Magic, it's Tragic. Yes. Tare-Roger-Able-George-Item-Charlie - Tragic! Oh, you *are* Clutch. Sorry - Gimme Gin. Gin? Give me Wonder. No, I want Wonder, not Thunder!"

By now, it's difficult to realize

who's more "shook"—the operator, or the caller. Of course, by now the caller is screaming into the receiver. The phone lines won't have it any other way.

"This is Teardrop, sir. Have you finished? Have you finished?"

"Teardrop! How did I get Teardrop? I was working on Gin—I mean I was talking to Gin."

"Gin? You reach them through Tragic, Sir."

"I know, I KNOW! But what in the name of Ameche happened to my call for Gin?"

"Sorry, Sir. I'll give you Tragic."

"Hello, Tragic? Please. Please try awfully hard to get me Gin. This IS Tragic!"—G. M. Cameron, TSgt, USMC.

active duty with the Regular Navy. Such advancements normally cite NRMAL 30-49 as authority.

Personnel with an intervening discharge and reenlistment under continuous service conditions also qualify hereunder.

The new directive does *not* change the temporary nature of advancements to pay grade E-7. Also, temporary advancements to pay grades E-5 and E-6 effected on or after 1 Jan 1952 remain temporary. For personnel in these categories, BuPers Circ. Ltr. 181-50 (NDB, July-December 1950), which withholds permanent advancement until a later date, is still effective.

Separate instructions have been issued to commands charged with the administration of the Naval Reserve program to take action to confirm as permanent the appointments of Naval Reservists on inactive duty and in continuous active duty (CAD) billets, who now hold temporary rates in pay grades E-5 and E-6, as a result of advancements effected while serving with the Regular Navy or in the Naval Reserve program.

As of 1 Jan 1951, the Navy made E-5, E-6 and E-7 advancements temporary, due to uncertainty of the total enlisted strength and future composition of the naval establishment.

The measure was taken at that time to maintain a properly balanced

permanent enlisted rating structure based on the then current manpower requirements of the Navy, and to provide for flexibility of organization in the structure to meet immediate and changing needs of the service.

The precedence of those individuals whose advancements are confirmed as permanent is not affected since the "date of rank" to be indicated on the Petty Officer Appointment certificate will be the date of advancement to the temporary rate.

Officer Candidate School Now Has 1,200 Enrollment

Already turning out more officers than the Naval Academy and all NROTC Colleges combined, the Navy's only Officer Candidate School awarded line commissions to 422 students in its third graduating class early this year.

The school, located at Newport, R. I., has been operating since June 1951 when it got underway with 600 students. It now has an enrollment of 1,200 and expects to expand to 2,100 by next October.

Nearly all of the January graduating class—the third such group to receive line commissions since the school opened—will report for duty on board combatant ships after a short leave.

Further details on OCS may be found in ALL HANDS, February 1952.

New Legislation and Action on Bills of Special Interest to Naval Personnel

The 82d Congress reconvened for its second session in January. A roundup on new legislation introduced in Congress and action taken on bills previously introduced are reported below.

Each month while Congress is in session new legislation that is of interest to service personnel and veterans, and changes in the status of previously reported bills, will be summarized in a legislative report, covering generally the four-week period immediately prior to the date this issue goes to press. The last roundup was carried in the January 1952 issue, page 12.

Military Pay Raise — H.R. 5715: passed by House, now under consideration by Senate Armed Services Committee; to provide an increase of 10% in pay and 10% on quarters and rations allowances for members of the uniformed services (including retired personnel).

Korean Combat Pay—H.R. 5948: introduced; (related bills, previously introduced, are H.R. 1753 and S. 579); to provide additional compensation for members of the uniformed services during periods of combat



"We just had field day."

duty, at the rate of \$50 per calendar month to officers and enlisted personnel alike, for combat duty while actually engaged in combat or in direct combat support of combat forces.

Korean Veterans GI Bill—The following bills have been introduced in the second session: H.R. 5869, H.R. 5872, H.R. 5896, H.R. 6045, H.R. 6096, H.R. 6377, S. 2461; (H.R. 5702 and S. 1940 previously reported, are related bills); to grant certain educational, loan, employment and other benefits to persons

on active service with the armed forces during the Korean fighting.

Income Tax Exemptions — H.R. 5971: introduced; to grant exemption from income tax in case of retirement annuities and pensions.

Taxes of Deceased Servicemen — H.R. 6051: introduced; to provide that income tax liability of members of the armed forces who die in active service after 25 June 1950 shall not be assessed.

Home and Farm Veteran Loans — H.R. 5893 and H.R. 6217 (related bills): introduced; H.R. 5893 reported approved by House Veterans' Affairs Committee; to make additional funds available to V.A. for direct home and farmhouse loans to eligible veterans, under the Servicemen's Readjustment Act of 1944 (GI Bill) as amended.

Unemployment Compensation — H.R. 6052: introduced; to provide unemployment compensation for veterans who were employed prior to their entry into military service.

Maternity and Infant Care—H.R. 5871: introduced; to enable the States to make provision for maternity and infant care for wives and infants, and hospital care for dependents of enlisted members of the armed forces during the present emergency.

Citizenship for Servicemen — H.R. 401: passed by House in amended form and sent to Senate for consideration; to provide that any person not a citizen and regardless of age, who serves with the armed forces on or after 25 June 1950, and not later than 30 June 1955, may be naturalized after compliance with the naturalization laws.

Reserve Obligated Duty — H.R. 5901, H.R. 6046, H.R. 6211, H.R. 6297 (all related bills): introduced; to amend the UMTS Act to provide that certain members of the Reserve components and the National Guard, who served during World War II, shall be released from active duty upon completing 17 months' active duty after 24 June 1950.

Reserve Components of Armed Forces — H.R. 5426, S. 2387: passed previously by House and now introduced in Senate; to supplement the UMTS Act (Public Law 51) and place all Reserve components on an

37 Sets of Brothers Reported by Four Ships

Four more ships come in for mention this month as "family ships." On them are 37 sets of brothers.

USS *Cone* (DD 866), Commander Destroyer Squadron Six's flagship, reports seven sets of brothers. They are: J. W. and J. R. Davis, F. K. and R. A. Bascue, C. F. and R. A. Billesbach, P. J. and N. L. Murphy, J. P. and O. L. Miles, D. N. and E. M. Hilligus, J. L. and J. D. Stewart.

There are eight sets of brothers serving in both USS *Johnston* (DD 821) and USS *Fred T. Berry* (DDE 858). Four of *Berry's* brothers are twins: Gordon and John Ridge, Joseph and Henry Berry.

The other six brother acts in *Berry* are: Ramon and Lynn Burke, Rodman and Chester Mills, Harold and Gerald White, Raymond and Robert DeLoach, Henry and William Cook and Joseph and Domenic DiVirgilio.

Johnston's eight sets of brothers are as follows: Raymond and Robert Pac, William and George Crowley, George and Robert Brennan, Donald and Norman Abeel, Jesse and William Marks, Robert and Edward Mason, Ronald and Howard Werling, Roger and Albert Lortz.

USS *Manchester* (CL 83) is a ship that likes to go in for things in a big way. Serving in this light cruiser are 14 sets of brothers. Here is their muster roll: Mike and George Springman, Glen and Ralph Stilwell, Richard and Willard Yakel, Paul and Peter Sewitsky, Donald and Walter Fleming, Harry and John Getchell, Johnny and Teddy Hart, Donald and Raymond Heinrichs, Jack and James Lowry, Bruce and Henry Mock, Donald and Nolan Buckner, Leonard and Thomas Chermack, Charles and Max Edwards, Forrest and Louis Flinck.

equal basis insofar as practicable. Provisions call for establishment of a Ready Reserve, Stand-by Reserve and a Retired Reserve in each service, in lieu of present structure. Note: legislative recommendations concerning (1) promotion of Reserves and (2) equalization of benefits between Regulars and Reserves are being prepared in the Defense Department for submission to Congress as required by pending bills.

Interservice Transfer of Officers — S. 2417: introduced; to provide for the interservice transfer of commissioned personnel of the Army, Navy, Air Force and Marine Corps, providing transfer is voluntary and is approved by the Secretaries of both service branches concerned.

Retirement Review—H.R. 5996, S. 2420: introduced; to amend the Servicemen's Readjustment Act of 1944, and provide for examination boards, to determine, upon application, the physical fitness of members or former members as of the date on which they were separated from the service, and to authorize the individuals concerned to receive any benefits for which eligible under laws in effect on the date of their separation.

NSLI Gratuitous Insurance — H.R. 6005: introduced; to amend certain provisions of NSLI Act of 1940 relating to gratuitous insurance, so as to permit certain servicemen who died or became totally disabled (prior to 3 Sept 1945) to be considered as having been fully covered by the maximum \$10,000 amount of NSLI insurance.

Shipbuilding Program—H.R. 6140: introduced; to authorize the construction of up to 237,500 tons of modern naval vessels and the conversion or modernization of 90,000 tons of existing vessels. New construction would include two aircraft carriers (one not to exceed 60,000 tons and one of approximately 16,000 tons), four destroyers, four submarines (including one which would be the Navy's second nuclear powered submarine), 30 minesweepers, three destroyer escorts, two refrigerator stores ships, two tankers, 23 landing ships, 450 landing craft and 33 assorted service craft. Conversion program would include two aircraft carriers of *Essex* class, two light cruisers and six destroyer escorts.

Honorable-Type Discharge Is Best Kind to Get

During a recent pre-trial investigation for unauthorized absence, a bluejacket stated, "Frankly, the reason I went over the hill was in hope that I would get discharged."

Have you ever been tempted to take the consequences of a BCD or undesirable discharge in order to "get out" of the Navy? Some ill-advised sailors do. When such a man arrives home, he finds it next to impossible to get employment, and he loses numerous veteran's benefits and privileges.

As a result, the Navy's Board of Review for Discharges and Dismissals and the Board for the Correction of Naval Records receive requests daily from ex-Navy men who want their type of discharges changed.

Here is a sample letter:

"I was in the Navy during the last war. I enlisted when I was 17, against my father's wishes. I was just a young, headstrong boy and I could not see things his way. He signed the papers and I was on my way.

"I got along fine until I went overseas, but when my ship came back to the States I got into some trouble drinking and got a general court-martial. I served three months in the brig and was given a Bad-Conduct Discharge. The discharge was not to be carried out unless I got into more trouble within six months.

"After I was released from the brig, I was put on another ship. On one of my liberties then, I was late once in returning to the ship and so a Bad-Conduct Discharge was issued, for absence over leave during a period of probation.

"I was only 19 at the time and I didn't realize how much grief was to follow. I had an awful time getting a decent job and when I did I was fired when they found out about my discharge.

"I have at last found a place where they haven't looked up my past yet but, believe me, it's no fun when you know that each day may be your last one.

"I have been married now for five years and I have two little

girls. It almost makes me sick to think about them ever finding out about their dad.

"I have been living as clean a life as I know how but, believe me, it is hard when you have something like this hanging over you.

"My father suggested I write to the Navy in hope that maybe you could do something for me. I am not asking to be let off easy. I will do anything if I can be given another chance. I would want to serve in the Navy again if it will wipe out the Bad-Conduct Discharge and if the service will have me.

Another unhappy ex-bluejacket writes:

"My mother refuses to see me. Getting a job without a good discharge is more or less impossible, so you can see how hard it is for me to support my wife and myself.

"I have put a few years in the Navy and like it very much. I know this is hard to believe in view of my past record, but I have regretted it in more ways than one. It is a terrible feeling to have your family despise you.

"If you can reconsider my case and give me another chance, I would be very happy to prove my gratitude by becoming the man and sailor I should have been from the beginning."

Unfortunately, the reviewing authorities must be guided by the facts causing the discharge under conditions other than honorable and not by the shame and embarrassment resulting from such discharge. Therefore, in most cases, the discharge cannot be changed.

An ounce of prevention is worth a pound of cure. It's up to you to earn for yourself an honorable-type discharge. Once you get a "bad" discharge, you will never be able to "square yourself" with your family—whether you have one now or acquire one in the future.

Earn the future pride of your family, all your veterans' rights and privileges, plus a good recommendation for future employment by means of an honorable-type discharge.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters not as a basis for action. Personnel interested in specific directives should consult Alnavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands. NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 2—Announces railroads have granted reduced round trip fares for military personnel in uniform on written authority for leave or with liberty cards. Reduced "furlough fares" will continue in effect until 30 June unless further extended.

No. 3—Lists text of Change No. 2 to the *Naval Supplement to the Manual for Courts Martial*, effective as of 16 January.

No. 4—Announces effective promotion dates for officers who were previously selected (but not then promoted) for temporary appointments to grade of lieutenant commander, as announced in BuPers Circ. Ltr. 108-51 (NDB, 15 July 1951.)

NavActs

No. 1—Established 29 Feb 1952 as deadline date by which applications for certain postgraduate courses were required to reach BuPers.

BuPers Circular Letters

No. 1—Announces replacement of the *Officer's Qualification Record Jacket* (Form NavPers 305) by a new *Officer Service Record* (Form NavPers 3021) and *Record of Duties Performed* (Form NavPers 3031).

No. 2—Concerns training.

No. 3—Announces availability of training at Naval School, Salvage, Bayonne, N.J., for officers, and outlines eligibility requirements.

No. 4—Announces availability of



"Okay, Patrick Henry, but you still don't get liberty."

application forms for the West Virginia veterans' bonus, to be requisitioned by COs from Commandant, 5th Naval District.

No. 5—Provides a summary of voting information from the following states in which early elections will be held: Louisiana, Minnesota, Illinois, and New Jersey.

No. 6—Lists publications and sets up allowances for them available to individual ship classes, aircraft squadrons and staffs in a Publications Requirements List, and instructs district publications and printing offices to obtain BuPers approval for all quantities requested in excess of allowance.

No. 7—Announces availability for distribution by activities separating naval personnel of insurance pamphlet for separees entitled *Your Insurance Status* (NavPers 15848).

No. 8—Confirms as permanent certain temporary advancements in rating to pay grades E-5 and E-6 in the Regular Navy and Naval Reserve (including Fleet Reserve) which were effected during the period 1 January through 31 Dec 1951.

No. 9—Summarizes the procedures for maintaining records of the retirement credits of Naval Reservists under Public Law 810, 80th Congress, superseding NRMAL 6-49.

No. 10—Announces the award of Navy Unit Commendation to U.S. Naval Hospital, Yokosuka, Japan, for service in treatment of war casualties and other patients from 5 Dec 1950 to 15 Jan 1951.

No. 11—States that there is a continuing need for qualified instructors in certain activities, according to rating categories, and outlines procedures for submitting applications for such duty.

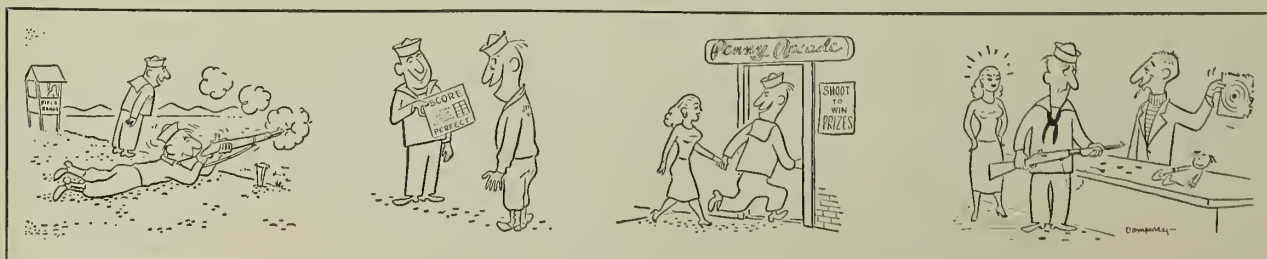
No. 12—Enumerates conditions existent in the Mediterranean area which should be understood by Navy personnel on short term duty there who are planning to bring dependents to the area, and specifies restrictions on categories of personnel subject to reimbursement for travel performed by dependents.

No. 13—Lists ships and stations authorized to train and qualify divers, second class, and cancels BuPers Circ. Ltr. 102-49 (NDB, 30 June 1949).

No. 14—Recommend certain USAFI texts and courses for use by personnel reviewing for preliminary examination for U.S. Naval Preparatory School, and cancels BuPers Circ. Ltrs. 159-50 (NDB, 15 Oct 1950), and 40-51 (NDB, 31 March 1951).

No. 15—Authorizes the advancement in rating of certain personnel who enlist or reenlist in Regular Navy under continuous active service conditions if they qualified through service-wide competitive examinations during previous usn enlistment or usnr tour of at least one year of active duty, but who were transferred for discharge prior to date on which advancements could be effected.

No. 16—Announces elimination boxing tournaments and the 1952 All-Navy Boxing Championships, which will be considered as a regional trial for Olympic Final Trials to be held in Kansas City, Mo., in mid-June.



DECORATIONS & CITATIONS



SILVER STAR MEDAL

First award:

★ **BUSTARD, Melvin E., Jr., LCDR, USN:** Commander LSMR Division 32, attached to Destroyer Division 132, in action against enemy forces at Wonsan, Korea, on 17 July 1951.

★ **MILLER, R. Arthur, LTJG, USN** (posthumously): Pilot of a helicopter, attached to Helicopter Squadron One, in action against enemy forces in Korea on 14 Dec 1950.

★ **SCHLANSKY, Arthur H., IIN, USN** (posthumously): Corpsman, attached to a Marine Infantry Company, in action against enemy forces in Korea on 28 Sept 1950.



DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★ **GUNDERT, Leonard A., LT, USNR** (posthumously): Flight leader and pilot in Carrier Air Group 102, attached to *uss Bon Homme Richard*, in action against enemy forces in the Korean area on 2 Sept. 1951.

Gold star in lieu of second award:

★ **TIFFANY, Albert R., LT, USN:** Pilot of a night fighter aircraft in Composite Squadron Three, attached to *uss Princeton*, during operations against enemy forces in Korea from 1 February to 15 Apr. 1951.

First award:

★ **BOLT, George W., LCDR, USN:** Pilot of a helicopter in Helicopter Squadron One, Detachment 11, temporarily attached to *uss Saint Paul*, during operations against enemy forces in Korea on 1 Mar 1951.

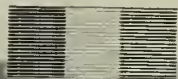
★ **COOK, Baxter H., LTJG, USN** (missing-in-action): Pilot of a night fighter plane in Composite Squadron Three, attached to *uss Princeton*, in action against enemy forces in Korea on 8 Mar 1951.

★ **MARTIN, Frank, III, LT, USNR:** Flight leader in Fighter Squadron 871, attached to *uss Princeton*, during operations against enemy forces in Korea on 16 June 1951.

★ **SULLIVAN, Gerald J., ENS, USN:** Pilot of a jet fighter plane in Fighter Squadron 191, in action against enemy forces in Korea on 5 May 1951.

★ **THORNTON, John Wm., LTJG, USNR:** Pilot of a helicopter in action against enemy forces in the vicinity of Wonsan, Korea, on 16 Mar 1951.

★ **TIFFANY, Albert R., LT, USN:** Pilot of a night fighter plane in Composite Squadron Three, attached to *uss Princeton*, in action against enemy forces in Korea on 6 Mar 1951.



NAVY AND MARINE CORPS MEDAL

First award:

★ **ALEMAN, Albert A., SN, USN:** Rescued one man from drowning and attempted to rescue another during a gasoline flash fire at Pier B, Naval Operating Base, Guantanamo Bay, Cuba, on 9 June 1951.

★ **BUTLER, Robert C., HM3, USN:** As-

sisted in the evacuation of casualties when a mortar shell landed short and exploded during a training problem involving live firing at Camp Lejeune, North Carolina, on 20 June 1951.

★ **EVANS, Russell C., BTC, USNR:** Rescued two persons from drowning at Hammerley's Inlet, Mason County, Washington, on 20 June 1951.

★ **HENRY, Donald J., AE3, USNR:** Crewman of a helicopter flying plane guard for *uss Princeton* in connection with the rescue of a downed pilot and his passenger following the crash of an attack bomber plane in the Sea of Japan off Korea on 3 Mar 1951.

★ **KRONENWETTER, Robert E., AN, USNR:** Instrumental in saving about 50 first-line combatant aircraft from destruction when a fire broke out at Fleet Aircraft Service Squadron Five Detachment, Coast Guard Air Station, Elizabeth City, North Carolina, on 30 July 1951.

★ **McLAUGHLIN, Martin T., DC1, USN:** Assisted in extinguishing a fire on the hangar deck of *uss Philippine Sea* while that ship was in the Japan Sea on 14 Nov 1950.

UDT One Receives Second NUC for Korean Action

Underwater Demolition Team One is the first activity to receive two Navy Unit Commendations in the Korean conflict. The second commendation was awarded for "exceptionally meritorious service" during the period 2 November to 1 December 1950.

"Organizing a number of small boat crews to work in conjunction with a helicopter," the citation states, "UDT One initiated search missions in eight mined areas in order to buoy mine lanes for subsequent destruction by friendly aircraft and sweep vessels.

"Severely handicapped by extremely muddy waters which cut visibility to less than two feet in the harbor approaches, this intrepid and resourceful unit successfully accomplished its difficult and hazardous tasks in the face of strong tidal currents and freezing temperatures.

"When underwater obstacles were visible only from the air, the

boat crews buoyed mines they could not see by following directions from a helicopter hovering over the area.

"Undertaking important hydrographic reconnaissance surveys in the swept channels to Chinnapo, the team relocated navigational buoys to conform with desired depths and also employed its boat crews as mine search and armed escorts for a small boat exploratory sweep of a channel leading to the mouth of the Chongchon River.

"In addition, a volunteer disposal squad removed exploder mechanisms from 15 M-26 inertia-type mines."

Previously, UDT One received the NUC for its services as part of Amphibious Group One, Pacific Fleet, in Korean waters during August 1950.

Officers and enlisted men of UDT One have received individual awards for their heroic achievements.

BOOKS:

HISTORY AND FICTION FEATURED THIS MONTH

HISTORY BOOKS and fiction books are among those chosen for distribution to Navy libraries ashore and afloat. Here are reviews of some of the latest additions to the sailors' reading fare:

• *Rag, Tag and Bobtail*, by Lynn Montross; Harper and Brothers.

This 90,000-word volume deals with the Revolutionary War, beginning with incidents leading up to the Declaration of Independence and ending with the American victory in 1783.

The composition of Washington's army, the attitude of the British, the conflicting views of the colonists, minor skirmishes and major encounters, America's first "sea force"—the privateers—are among the subjects discussed in detail.

And there are the feuds between generals—Gates and Schuyler, for example—accounts of the "fumbling in strategic darkness" on both sides, tales of Steuben—a "supposed baron" and lieutenant general—shouldering a musket the better to teach his troops—all of which afford valuable insight into those historic days.

Montross' book is well-documented, written in an interesting manner. It's a "must" for serious

students of American history and a "should" for practically everyone else.

* * *

• *Red China's Fighting Hordes*, by Lieutenant Colonel Robert B. Rigg, USA; Military Service Publishing Company.

Here's a timely book about the soldier in Red China, written by a man who has spent years in the Orient. Colonel Rigg was assistant military attache in China from 1945 to 1948. For a time, he was the only American observer with Marshal Vasilevsky's forces when the Russians occupied Manchuria.

Using his first-hand knowledge to good advantage, Colonel Rigg describes the life of the Chinese soldier. He tells of his background, his leaders, his equipment, training and morale. He describes the Communist indoctrination—a must in the Chinese soldier's daily training program. He outlines the Chinese army's tactics and types of strategy.

Bluejackets will learn that a private in the Chinese Red Army earns 41 cents a month, plus a vegetable allowance of three cents a month. A division commander will get about \$1.30. Staff officers get an additional

"feast allowance" for entertainment.

Medical care is poor. Discipline is strict, privileges are few. The conscription plan is rather inconsistent. It is interesting to note that each family is "required" to furnish one male for the army.

From this book, you will gain added insight into the Oriental mind; you will learn something about the Communist influence on Asia. This is not light, bed-time reading matter but it's well worth digging into.

* * *

• *Lieutenant Hornblower*, by C. S. Forester; Little, Brown and Company.

This month's major fiction selection is the latest yarn in the Horatio Hornblower series. It takes us back to the days of Lieutenant Hornblower, junior officer on board HMS *Renown*.

In his well-paced book, Forester tells us of the mad Captain Sawyer who falls down a gangway—in a singularly unexplained manner—and subsequently loses command of his ship. The author recounts the tale of how, by Hornblower's plan, *Renown* captures the Spanish fort at Santiago along with four vessels as prizes.

Undoubtedly this dip into the past of the valiant officer of the Royal Navy has been brought about by the public's enjoyment of other tales of his escapades. This new adventure is told with Forester's usual skill. His ability to use dialogue with very little narrative makes for rapid, absorbing reading.

* * *

• *The Small-Boat Skipper*, by Eugene V. Connett, 3rd; W. W. Norton and Company.

Here is a how-to-do-it book, designed for the lover of small seagoing craft and written by a veteran of more than 50 years of small-boat sailing who knows whereof he speaks.

Mr. Connett gives you the low-down on the what, when, how and why of small-boat cruising. He tells you how he planned a cruise—and what came of his plans. He discusses bad weather, piloting problems, equipment, how to use the current tables, and the "dumb skipper's compass." There is even a chapter on "the gentle art of getting scared."

The author's style is down to earth, yet salty enough to please most sailors. This is a worthwhile addition to marine literature.

SONGS OF THE SEA

Tommy's Gone to Hi-lo

Oh, Tommy's gone, what shall I do?
Hey-yay to Hi-lo!

Oh, Tommy's gone, and I'll go too.
Tommy's gone to Hi-lo!

Oh, I love Tom and he loves me,
He thinks of me when out to sea.

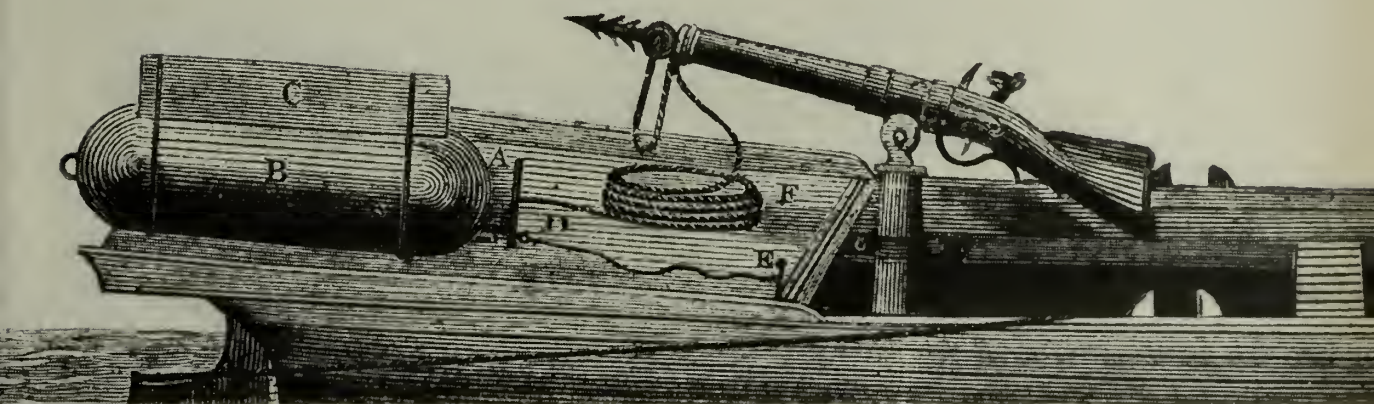
Oh, away around to Callao,
The Spanish gels he'll see, I know.

Oh, Tommy's gone for evermore,
Hey-yay to Hi-lo!

I'll never see my Tom no more.
Tommy's gone to Hi-lo!



ROBERT FULTON'S PT BOATS



New York--1810

A method of attacking enemy warships by means of harpoon torpedoes was proposed by the inventor Robert Fulton and put to a test against a U. S. naval force. Fulton describes the plan in his book "Torpedo War and Submarine Explosions."

In the year 1810 there occurred an interesting but little known contest in American naval history. The inventor Robert Fulton proposed a plan of torpedo warfare which was put to actual test against a U.S. naval force.

How this experiment and the contest which followed it turned out is covered in the following book supplement.

Robert Fulton is famous for his nautical contributions to the world, the submarine Nautilus, and his steamship Clermont. The former vessel carried forward and greatly improved on the work of David Bushnell. The latter vessel, although not the first steamship invented, marks the beginning of steam navigation as a commercial success.

Fulton also designed plans for an early steam-warship, and he studied the possibilities of using electricity for the underwater firing of torpedoes.

After Bushnell's experiments in underwater warfare, which had made that inventor a subject of ridicule, Fulton was the next man to become seriously interested in torpedoes, beginning his experiments on the Seine in 1797. In 1801 he destroyed a small vessel with a submarine mine (then called a "torpedo") which is believed to be

the first vessel of any size sunk in this fashion.

The following account of what might be described as the forerunner of today's PT boats, with its harpoon torpedoes, and mine warfare generally, is derived from Fulton's own book, abridged and freely adapted, entitled "Torpedo War and Submarine Explosions", published in 1810. Notations on the experiment to test Fulton's invention are taken from his "Letter to the Secretary of the Navy on the Practical Use of the Torpedo", published in 1811, and from the book "Submarine Warfare, Offensive and Defensive", by Lieutenant Commander J. S. Barnes, USN, published in 1869.

IN JANUARY [1810], I had the pleasure of exhibiting to Mr. Thomas Jefferson, Mr. James Madison, and a party of gentlemen from the senate and house of representatives, some experiments and details on Torpedo defence and attack.

The favorable impression which the experiments appeared to make and my conviction that this invention, improved and practiced to the perfection which it is capable of, will be of first importance to our country, has induced

Robert Fulton's PT Boats

me to present a description of my system, with such demonstrations as will enable you to form a correct judgment on adopting it as a part of our means of national defense.

Men who have traced the progress of the useful arts know the years of toil, experiment and difficulties which frequently pass, before the utility and certain operation of new discoveries have been established; hence it could not be expected that Torpedoes should be rendered useful without encountering many difficulties. In the course of farther essays other difficulties will appear; but from my past experience I feel confident that any obstacle which may arise can be surmounted.

* * *

To convince Mr. Pitt [British prime minister] that a vessel could be destroyed by the explosion of a torpedo under her bottom, a strong built brig, the *Dorothea*, burthen 200 tons, was anchored near Deal. Two boats, each with eight men, commanded by Lieutenant Robinson, were put under my direction.

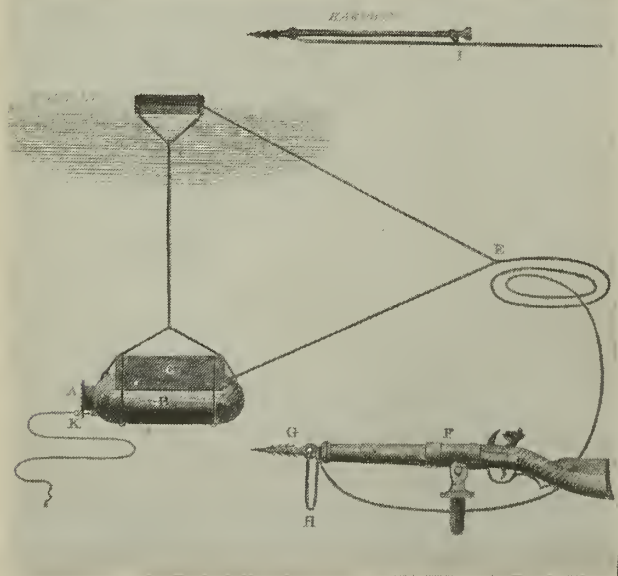
I prepared two empty Torpedoes in such a manner that each was only from two to three pounds specifically heavier than salt water; and I so suspended them that they hung fifteen feet under water. They were then tied, one to each end of a small rope 80 feet long.

Each boat having a Torpedo in the stern, they started from the shore about a mile above the brig, and rowed down towards her. The uniting line of the torpedoes stretched to its full extent. The two boats were distant from each other 70 feet.

They approached in such a manner that one boat kept the larboard, the other the starboard side of the brig in view. So soon as the connecting line of the torpedoes passed the buoy of the brig, they were thrown into the water, and carried on by the tide, until the connecting line touched the brig's cable.

The tide then drove them under her bottom. The ex-

HARPOON MINE — This Fulton brainstorm coupled a whaler's harpoon gun with a specially rigged 'torpedo.'



periment, being repeated several times, taught the men how to act, and proved to my satisfaction that when properly placed on the tide, the Torpedoes would invariably go under the bottom of the vessel.

I then filled one of the Torpedoes with 180 pounds of powder, and set its clockwork to 18 minutes. Everything being ready, the experiment was announced for the next day, the 15th [of October, 1805].

At forty minutes past four the boats rowed towards the brig, and the Torpedoes were thrown into the water. The tide carried them, as described, under the bottom of the brig.

At the expiration of 18 minutes the explosion appeared to raise her bodily about six feet.

She separated in the middle, and the two ends went down. In 20 seconds, nothing was to be seen of her except floating fragments. The pumps and foremast were blown out of her; the fore-topsail-yard was thrown up to the cross-trees; the fore-chain-plates, with their bolts, were torn from her sides; the mizzen-chain-plates and shrouds, being stronger than those of the foremast, or the shock being more forward than aft, the mizzenmast was broke off in two places.

These discoveries were made by means of the pieces which were found afloat.

The experiment was of the most satisfactory kind, for it proved a fact much debated and denied, that the explosion of a sufficient quantity of powder under the bottom of a vessel would destroy her. (Twenty minutes before the *Dorothea* was blown up, Capt. Kingston asserted that if a Torpedo were placed under his cabin while he was at dinner, he should feel no concern for the consequence. Ocular demonstration is the best proof for all men.)

There is now no doubt left in any intelligent mind as to this most important of all facts connected with the invention of Torpedoes. The establishment of this fact alone merits the expenditure of millions of dollars and years of experiment, were it yet necessary, to arrive at a system of practice which shall insure success to attacks with such formidable engines.

In the course of my essays, two brigs, each of 200 tons, have been blown up [the second brig being sunk in New York harbor in August 1807]. The practicability of destroying vessels by this means has been fully proved.

It now remains to point out means by which Torpedoes may be used to advantage with the least possible risque to the assailants.

* * *

The anchored Torpedo [is] arranged to blow up a vessel which should run against it. [It consists of] a copper case two feet long, 12 inches diameter, capable of containing one hundred pounds of powder. [Above it] is a brass box in which there is a lock similar to a common gun lock, with a barrel two inches long, to contain a musket charge of powder. A lever which has a communication to the lock inside of the box holds the lock cocked and ready to fire. A deal box filled with cork is tied to the case. The object of the cork is to render the Torpedo about 15 or 20 pounds specifically lighter than water, and give it a tendency to rise to the surface. It is held down to any given depth under water by a weight of 50 or 60 pounds; there is also a small anchor, to prevent a strong tide moving it from its positions.

All the experience which I have on this kind of Tor-

pedo is, that in the month of October 1805, I had one of them anchored nine feet under water, in the British Channel near Dover. The weather was severe, the waves ran high, it kept its position for 24 hours, and when taken up, the powder was dry and the lock in good order.

The Torpedo thus anchored, it is obvious that if a ship in sailing should strike the lever, the explosions would be instantaneous, and she be immediately destroyed. Hence, to defend our bays or harbours, let a hundred, or more if necessary, of these engines be anchored in the channel, as for example, the Narrows, to defend New-York.

Would [an enemy] have the courage or temerity to sail into a channel where one or more hundred of such engines were anchored?

We may reasonably conclude that the regard to self-preservation will make an enemy cautious in approaching waters where such engines are placed. For, however brave sailors may be, there is no danger so distressing to the mind of a seaman, or so calculated to destroy his confidence, as that which is invisible and instantaneous destruction.

The consideration which will now present itself is that the enemy might send out boats to sweep for and destroy the Torpedoes. Suppose 200 Torpedoes to be placed in three miles of channel; the enemy's boats, in attempting to sweep for them, would be exposed to the fire of our land batteries, or necessitated to fight our boats, for whenever they leave their ships and take to boats, we can be as well armed and active at boat fighting as they.

Even if successful, and were they to get some of the Torpedoes, they could not ascertain if all were destroyed, for they could not know whether five or 500 had been put down. Nor could they prevent our boats throwing additional numbers each day and night.

* * *

A clockwork Torpedo [may be] prepared for the attack of a vessel while at anchor or under sail, by harpooning her in the larboard and starboard bow.

From the Torpedo and [its cork] float, two lines each 20 feet long, are united; from thence one line goes to the harpoon. The total length of the line from the Torpedo to the harpoon is about 50 feet. According to the length of the vessel to be attacked, [this length] will, when the ship is harpooned in the bow, bring the Torpedo under her bottom near midship.

The harpoon is a round piece of iron, half an inch diameter and two feet long; the butt is one inch diameter, the exact calibre of the harpoon gun. In the head of the harpoon there is an eye; the point six inches long is barbed. The line of the Torpedo is spliced into the eye of the harpoon. A small iron or tough copper link runs on the shaft of the harpoon; to this link the Torpedo line is also tied, and at such a distance, that when the harpoon is in the gun it will form a loop, but when fired the link will slide along to the butt of the harpoon, and, holding the rope and harpoon parallel to each other, the rope will act like a tail or rod to a rocket, and guide it straight. Without this precaution, the butt of the harpoon would turn foremost, and make a very uncertain shot.

The harpoon gun [is] made to work on a swivel in a stanchion fixed in the stern-sheets of a boat. My experience with this kind of harpoon and gun is that I have

harpooned a target of six feet square 15 or 20 times, at the distance of from 30 to 50 feet, never missing, and always driving the barbed point through three inch boards up to the eye, which practice was so satisfactory that I did not consider it necessary to repeat it.

The object of harpooning a vessel on the larboard or starboard bow is to fix one end of the Torpedo line. Then, if the ship be under sail, her action through the water will draw the Torpedo under her; if she be at anchor, the tide will drive it under her, where at the expiration of the time for which the clockwork was set, the explosion will destroy her.

This being the kind of Torpedo and clockwork by which the *Dorothea* and the brig in New-York harbour were blown up, and the harpoon having succeeded to fix the line to the target, these two experiments shall be combined, and the mode of practice, with the prospect of success and risque to the assailants examined.

The stern of a boat [which is to be used in the Torpedo harpooning attack contains] a platform about four feet long, three feet wide. On the platform the Torpedo and its suspending line of cork are to be laid. The man who shall be stationed at the gun, the harpooner, is to steer the boat and fire when sufficiently near.

If he fixes his harpoon in the bow of the enemy, it will then only be necessary to row away. The harpoon and line, being fixed to the ship [under attack], will pull the Torpedo out of the boat, and at the same instant set the clockwork in motion.

This reduces the attack of each boat to one simple operation, that only of firing with reasonable attention. Should the harpooner miss the ship, he can save his torpedo and return to the attack.

On the kind of boat best calculated for active movements, I propose clinker-built boats, each 27 feet long, six feet extreme breadth of beam, single banked, and six long oars; one blunderbuss, on a swivel, on the larboard and one on the starboard bow; one ditto on the larboard and one on the starboard quarter. To work the blunderbusses, in case of need, two Marines should be placed in the bow, two in the stern; each of those men to be provided with a horse-pistol and cutlass, and each oarsman a cutlass, in case of coming to close quarters with a boat of the enemy.

* * *

Torpedo boats rowing on to the attack [are depicted in the illustrations on these pages]. I am sensible that there are strong prejudices against the possibility of row-boats attacking a ship or ships of the line, with any reasonable hope of success. I will, therefore commence my reasoning [to] prove that all the calculations are in favour of the Torpedo boats.

I will run my calculations against a third-rate, 80 gun ship, she being the medium between first rates of 110 guns and fifth rates of 44 guns.

Suppose her to enter one of our ports or harbours in a hostile manner, her full complement of men six hundred [and her] cost four hundred thousand dollars.

It is now to be seen if six hundred men and a capital of four hundred thousand dollars cannot be used to advantage in a Torpedo attack or defence.

Six hundred men, at 12 to a boat [would] man 50 Torpedo boats. An establishment of 50 boats with their torpedoes, and armed complete, [is] 24,300 dollars. The

Robert Fulton's PT Boats

economy would be 375,700 dollars. (As each boat with a torpedo, and armed complete, costs four hundred and eighty-six dollars, this economy would pay for 789 boats. Hence 839 Torpedo boats could be fitted out for the sum which one 80 gun ship would cost.)

Unless in a case of great emergency, the torpedo attack should be in the night. If an enemy came into one of our harbors to do execution, the chances would be much against her getting out and to any great distance before night. In a night usually dark, row-boats painted white and men dressed in white cannot be seen at the distance of 300 yards; and there are nights so dark, that they cannot be seen if close under the bow. An enemy, who understood the tremendous consequences of a successful attack with Torpedoes, would not like to run the risque of the night being dark. But in any night, the 50 boats closing on the vessel in all directions, would spread or divide her fire, and prevent it becoming concentrated on any one or more boats.

Boats which row five miles an hour, and which all good boats can do for a short time, run at the rate of 140 yards per minute. At the distance of 300 yards from the ship, they take the risque of cannon shot, which must, from necessity, be random and without aim, on so small a body as a boat, running with a velocity of 140 yards a minute.

At 200 yards from the ship, the boats must take the chance of random discharges of grape and cannister shot: and at 100 yards from the ship, they must run the risque of random musket.

Each boat will, therefore, be two minutes within the line of the enemy's fire before she harpoons, and two minutes after she has harpooned before she gets out of the line of fire. Total, four minutes in danger.

As before observed, no aim can be taken in the night at such quick moving bodies as row-boats; yet some men might be killed, and some boats crippled. In such an event, the great number of boats which we should have in motion, could always help the unfortunate.

But what would be the situation of the enemy, who had their 600 men in one vessel? The Torpedo boats closing upon her, 25 on the larboard and 25 on the starboard bow, some of them would certainly succeed to harpoon her between the stem and main chains, and if so, the explosion of only one Torpedo under her would sink her.

To give a fair comparative view of the two modes of fighting, I have in these calculations made the number of men on each side equal. But such a preparation would not be necessary. It can never be necessary for us to have more boats than are sufficient to meet the boats which the enemy could put out to oppose us. Therefore, 12 boats on our part would be sufficient to attack an 80 gun ship, particularly as built expressly for running, and our business is to run to harpoon and not to fight. For this purpose our six oarsmen, in each boat, never quit their oars, while our four Marines keep up a running fire.

If our boats came in contact with the boats of the enemy, the contest would be reduced to boat fighting; the ship could not use her cannon or small arms against us without firing on her own boats. If we succeed to drive the boats under the guns of the ship, we should follow so close that her guns and small arms could not be used,

for in the night and amidst a number of boats in confusion, they could not discriminate between friend and enemies.

* * *

The question has often been put to me, Where will you find men who have courage to approach in boats within 20 feet of an 80 gun ship, to harpoon her?

I answer, that the men in the boats, who are not more than three minutes within the line of the enemy's fire, are not so much in danger, nor does it require so much courage, as to lie yard-arm and yard-arm, as is usual in naval engagements, and receive broadsides, together with grape-shot and volleys of small arms, for 40 or 60 minutes.

The risque is not so great, nor does it require so much courage, as to enter a breach which is defended by interior works and close ranges of cannon, flanked by howitzers or carronades loaded with cannister or grape-shot, and the parapet crowded with infantry; yet such breaches have been forced, and cities taken by assault, with numerous examples of this kind.

But I will not propose a project so novel, and look to others to execute it. If Torpedoes be adopted as a part of our means of defence, with a reasonable number of men organized and practised to the use of them, if it be thought proper to put such men under my command, and an enemy should then enter our ports, I will be responsible to my fellow-citizens for the courage which should secure success.

* * *

How did Fulton's Torpedo boats fare in the actual tests against a man-of-war?

Shortly after the inventor published his treatise on the stationary and harpoon Torpedo, a committee composed of U.S. naval officers and commissioners was appointed to investigate his inventions and their possibilities.

What happened is described below by Lieutenant Commander Barnes, USN, in a book published in 1869, covering various official records, along with a report by Fulton himself, "A Letter to the Secretary of the Navy on the Practical Use of the Torpedo" (1811).

For the purpose of fully testing these plans, the sloop-of-war *Argus* then lying off the New York Navy yard, was directed to be prepared to receive an attack from Fulton's machines, Commodore Rodgers assuming charge of the preparations.

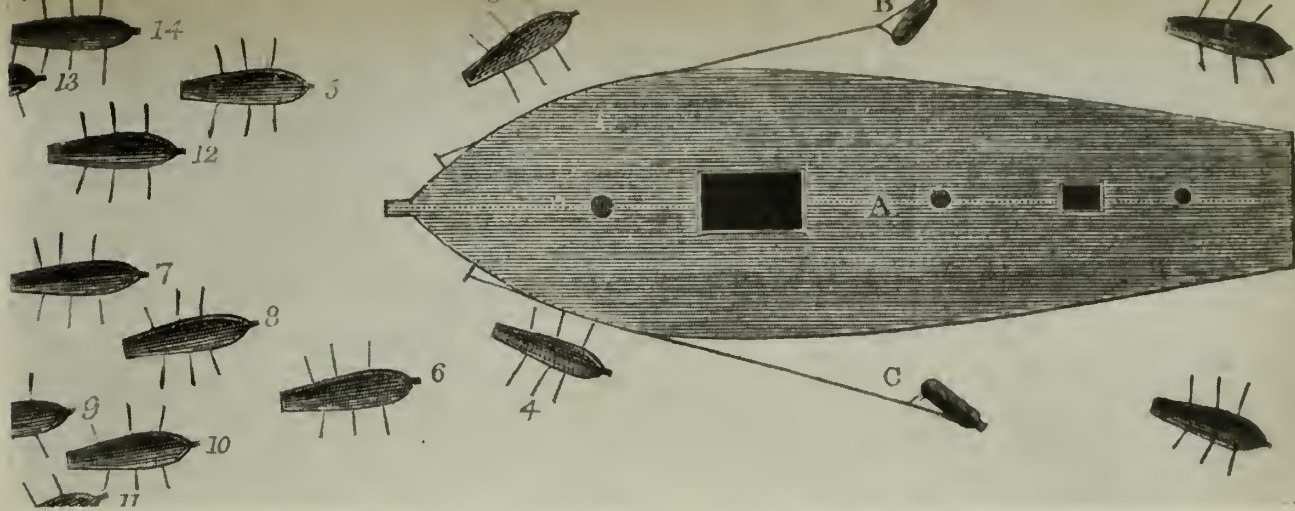
He had expressed great incredulity as to the value of the inventions, but made such arrangements to meet the attack as argued a greater belief in their power than he was willing to admit.

He surrounded the *Argus* with:

- Nets to the ground
 - Booms
 - Swinging spars armed with scythes, to sweep off the heads of persons approaching in boats.
 - Heavy weights [hung] to the yard-arms and rigging.
- In fact, he so encumbered his vessel with defensive preparations, that her efficiency as a man-of-war was materially interfered with.

When all was ready the commissioners met. [Against this formidable defense Fulton came prepared with a single Torpedo boat, manned by eight men.]

Fulton endeavored in vain to operate his machines.



BOLD PLAN called for the boats to approach enemy ship, fire their harpoons and escape before 'torpedoes' exploded.

He finally abandoned the attempt, and acknowledged that the ingenuity of the Commodore in defending his vessel was greater than his in attacking it; but argued that a system, then only in its infancy, which compelled a hostile vessel to guard herself by such extraordinary means, could not fail of becoming a most important mode of warfare.

The Commodore [took] leave of the subject by stating: "His (Fulton's) torpedoes, so far from being of the importance which he had considered them, were, on a more thorough examination of their principles, assisted by all the practice of which he himself had supposed them susceptible, found comparatively of no importance at all; consequently they ought not to be relied on as a means of national defence."

The commissioners were differently impressed by the few experiments made. All agreed that the experiments were failures, and attributed the results to the active, determined opposition of Commodore Rodgers.

Chancellor Livingston, in a long and interesting paper, concluded his remarks:

"Upon the whole, I view this application of powder as one of the most important military discoveries which some centuries have produced. It appears to me to be capable of effecting the absolute security of our ports against naval aggression, provided that in connection with it the usual means necessary to occupy the attention of the enemy be not neglected."

Mr. Lewis in his report says:

"The submarine use of gunpowder will, at no distant day, be entitled to rank among the best and cheapest defences of ports and harbors. Torpedoes will certainly meet with opposition from adverse interests, deep-rooted prejudices, and perhaps foreign attachments. Their advocates will have to encounter the pertness of the wittlings of the day. Still, I trust the system will not be deserted while even a distant prospect of its becoming useful shall remain."

Fulton [discussed the failure of the experiments] in a letter to the Secretary of the Navy, from which extracts are taken:

"It is proved and admitted, first, that the water-proof locks will ignite gunpowder under water. Secondly, it is proved that 70 pounds of powder exploded under the bottom of a vessel of 200 tons will blow her up; hence it is admitted that if a sufficient quantity be ignited un-

der the bottom of a first-rate man-of-war, it would instantly destroy her.

"The question naturally occurs, whether there be within the genius or inventive faculties of man, the means of placing a Torpedo under a ship in defiance of her powers of resistance.

"He who says there is not, and that consequently Torpedoes never can be rendered useful, must of course believe that he has penetrated to the limits of man's inventive powers, and that he has contemplated all the combinations which present or future ingenuity can devise, to place a Torpedo under a ship.

"I will now do justice to the talents of Commodore Rodgers. The nets, booms, kentledge, and grapnel, which he arranged around the *Argus*, made at first sight a formidable appearance against one Torpedo-boat and eight bad oarsmen.

"I was taken unawares. I had explained to the officers my means of attack, they did not inform me of their measures of defence; the nets were put down to the ground, or I should have sent my Torpedoes under them.

"I had not one man instructed in the use of the machines, nor had I time to reflect on this mode of defending a vessel. I have now, however, had time, and I feel confident that I have discovered a means which will render nets to the ground, booms, kentledge, oars with sword-blades through the port-holes, and all such operations, totally useless."

However, despite Fulton's energy and enthusiasm, and his thorough belief in the system, other important projects connected with steam navigation forced him to abandon his schemes, and public interest in them ceased. [Fulton died four years later.]

It must be acknowledged that the apparatus of Fulton was crude, imperfect and unreliable. The review of his experiments is valuable or interesting, as it shows how, in the infancy of this new device of war, one man at least, despite failures, criticism, and ridicule, conceived fully the importance of the system, and labored unweariedly in the prosecution of ideas requiring further advancement in kindred arts for practical proof of their value.

Fulton's flint gun-locks, clock-work, and row-boats were altogether inadequate to his purposes. Fulminates, steamships, and electricity were then barely conceived of.

The power of the torpedo was there, terrific and annihilating in its effects.

TAFFRAIL TALK

WHEN ALL HANDS prints information which appears to be contrary to established regulations, there's a flow of correspondence from all parts of the world, calling us on the subject to see if we made a mistake.

Here's an example, to which we point with all modesty. It concerns the rules on carrying leave credit from the end of one fiscal year to the next, particularly a half day's leave, and it appeared under the caption "Figuring Leave Credit" (December 1951, p. 30).

ALL HANDS' statement on the subject seemed to be in conflict with *BuPers Manual*, the letters coming in said. We rechecked our story and found it to be correct. And—partly as a result of the numerous inquiries received—*BuPers Manual* will clarify the subject article in a forthcoming change, to avoid possible misinterpretations.

To give an indication of the careful readership and the wide coverage of ALL HANDS, we're printing a list of the first 20 readers to call us on the apparent discrepancy, with thanks for their interest in getting the facts straight:

A. Avila, HMC, USNH Mare Island, Calif.; R. Davis, YNC, Eastern Sea Frontier, N. Y.; J. A. Foster, PN2, FlogAirWing Pacific; G. E. Hellyar, YNC, VR 6, Chicopee Falls, Mass.; K. Howell, YN3, Caribbean Command, Panama Canal Zone; R. L. Iversen, PNC, RECSTA, Norfolk; J. T. Karr, HM1, USNH Beaufort, S. C.; J. V. Martinez, YN2, *uss Zelima* (AF 49); R. Northam, PNC, Submarine Squadron 10; C. L. Olson, PN1, VR8, San Francisco; G. Poole, YN1, NAS Grosse Ile, Mich.; W. G. Robinson, YN1, Pacific Reserve Fleet, Tacoma, Wash.; J. A. Scarfo, YN2, USN&MCRTC, Hingham, Mass.; C. G. Smith, PNC, Atlantic Reserve Fleet, USNB, S. C.; Ensign C. F. Welch, MSC, BuMed, Washington, D.C.; J. T. Wesner, Jr., YN3, NAS Atlantic City, N. J.; G. Hatton, PN3, VS21, NAS San Diego; C. H. Carlson, YNSN, VC-35, NAS San Diego; G. K. Knight, PNC, VR31, NAS Norfolk; R. H. Verble, PNC, Atlantic Reserve Fleet, NB, S. C.; R. G. Harreschou, PNC, VR5, NAS San Diego.

* * *

When Harvey Haynes, AA, USN, joined the Navy, he joined in a big way and for a long time—some 29 years. In his hurry to enlist, he signed his shipping articles without reading them. Also in a hurry to accommodate the new recruit, a yeoman in the Dallas recruiting office placed the day-of-the-month in the column listed under years-to-serve. This showed Harvey as one year short of "going for 30."

Whether willing or not, Harvey couldn't legally sign up for that long. His personnel officer forwarded a letter to the Chief of Naval Personnel, requesting that his enlistment be shortened by a quarter of a century. Harvey's now in for four years, with the privilege of reenlisting when his hitch is up.

* * *

Corporal Bruce K. MacAlster, USMC, could really consider himself a 100 per cent Marine when he joined the Corps. He is the son of two World War I Marine sergeants, his mother being one of 320 women enlisted in the Marines by Act of Congress in 1918.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 21 May 1951, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because inactivity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: The six 5-inch guns ➡ of the destroyer USS *DeHaven* (DD 727), worn from action during World War II and the Korean conflict are replaced by the destroyer tender USS *Piedmont* (AD 17) at an advanced naval base in the Far East.



the feeling of security



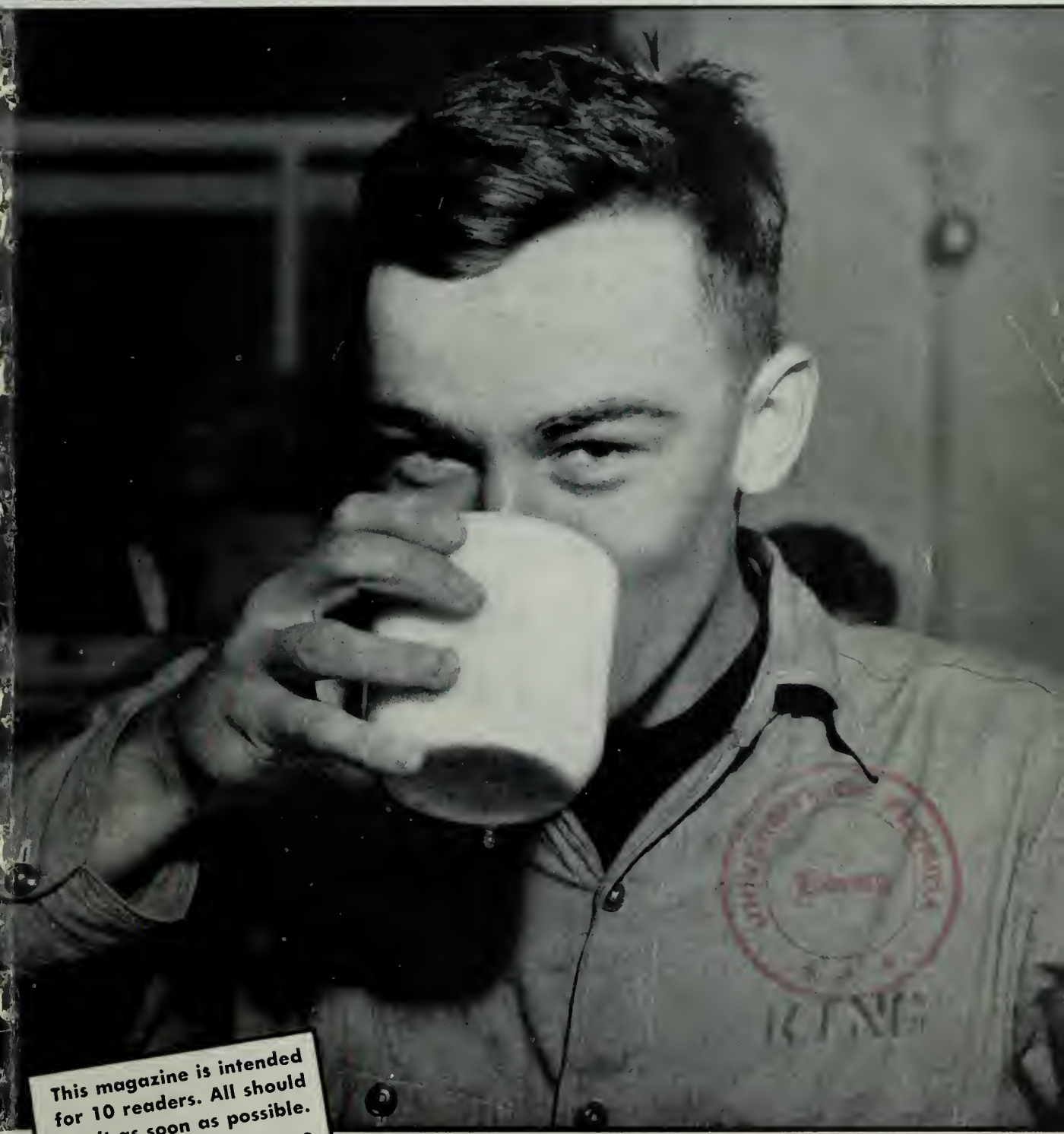
every day you serve in the Navy
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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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for 10 readers. All should
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NAVPERS-O

APRIL 1952



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1952

Navpers-0

NUMBER 422

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• FRONT COVER: Good food means good morale in this man's Navy. How the Navy mess has kept step with a continuously improving Navy is told in the article beginning on page 22. Photo courtesy of Lt. E. L. Hayes, USNR and MSTs Magazine

• AT LEFT: Final Salute. USS Hyman bids farewell to Korea with a final salvo from her five-inch guns up and over the high Communist-infested peaks.

CREDITS: All photographs published in *All Hands Magazine* are official U.S. Navy photos released through the Department of Defense, unless otherwise designation.

Ships and Planes Aid Our Fighting Allies

IF YOUR SHIP has operated with units of foreign navies during the past two years you may have noticed something familiar about many of their vessels.

During your stateside liberties you have also probably seen increasing numbers of foreign bluejackets: French *marins*, Danish *soemaend*, Peruvian *marineros*, Turkish *gemici*, Netherlands *matrozen*, Italian *mariniani*, Greek *mafti* and British sailors.

The reason those ships seemed so familiar, and the explanation for so many foreign jacktars in U.S. ports can be summed up in four letters—MDAP. They stand for Mutual Defense Assistance Program, which was

created “to provide the arms and to assist freedom-loving peoples in their collective efforts to resist direct and indirect aggression.” Congress set up this program in October 1949.

Some countries receive the major part of this assistance on a grant basis. Other countries, receive assistance on a reimbursable basis in accordance with their ability to pay.

Your U.S. Navy plays a very active two-fold part in MDAP. First, it provides fully equipped ships and planes.

The number of ships and craft transferred under MDAP now tallies more than 200. They are of many types and include patrol craft to the

Philippines, cruisers to Chile, submarines to Turkey and flattops to France.

But whether the vessel turned over to the new owner is a 600-foot aircraft carrier or a 40-foot patrol craft, the Navy doesn't just cast off the mooring lines and say, “Take her away.” This is where the Navy's second role in the program comes in: training the foreign sailors who take over the ships. The men elected to provide that training are U.S. Navy-men, both officers and enlisted men.

With foreign bluejackets in training at the rate of 5,000-plus yearly, it can be seen that the Navy has close day-to-day association with MDAP.

In most cases these foreign sailors have served in vessels coming from the shipyards of their mother country or other foreign lands, and consequently, are unfamiliar with our system of engineering, navigation and detection, damage control and gunnery.

Even so commonplace a device as the washroom's overhead shower pops up in the program. When two light cruisers were turned over to Chile, the South American crewmen had to learn the ritual of showering at sea. Up to then, bath tubs at sea had been their style.

The easy-on-the-fresh-water-reserves system of “rinse, off-water, soap and lather, rinse” was all new to the Chileans, but they like its advantages over salt water baths.

Many foreign sailors, used to swinging a canvas hammock, have had to get used to our Navy's metal bunk.

As with “Yank sailors” (a designation by foreign bluejackets for their own counterparts) two types of training are provided. First of these sees the foreign crewmen training as a group—shaping their ship into a compact fighting unit. Second is the individual training that sees picked men studying at the Navy's many service schools.

Let's look in on the group training, which varies somewhat on the east and west coasts.

Foreign officers and men of ship turned over by the Navy's West Coast commands receive their training under local commands which are assigned by ComTraPac. On the



DECKLOAD of MDAP planes for French forces in the Far East leaves San Francisco on board carrier *Dixmude*, herself a Lend-Lease ship of World War II.



CEREMONY marks the shift of ex-German Z-39 to French. Right: Tars examine a 3-inch gun on *Riddle* (ex-DE 185).

East Coast, where by far the greater number of ships are turned over to foreign nations, concentrated training is provided by one organization. This is the Fleet Training Command, Chesapeake Bay.

The East Coast program is handled by an underway training unit (operating out of Norfolk, Va.), a fleet training center (also at Norfolk), and a fleet air defense training center (at Dam Neck, Va.). Normally, the first two weeks of the five-week training period are spent in port. The final three weeks are devoted to underway drills and training exercises.

Foreign gun crews who will actually man the MDAP ships report to the air defense training center. Class-

room instruction, repair work on the guns and actual firing familiarize the gun crews with the types of guns on board their new ship.

During this training, radio-controlled target aircraft are taken under fire as they attack the beach. Service aircraft fly overhead towing target sleeves. Each gun crew fires about 800 rounds of ammunition in learning how to handle the new guns.

While their shipmates are battling down targets, other foreign crewmen undergo instruction at the fleet training center. There, using shoreside facilities, they get the works—fire-fighting, repairing ruptured watertight doors, making shallow-water diving repairs. Anti-submarine warfare personnel work out on a syn-

thetic ASW trainer. Radarmen learn to operate the electronic equipment typical of the vessel which will be their new home.

On board the ship, liaison officers from the foreign navy and USN ship-riders (officer and EMs of the underway training unit) guide the training crewmen to correct any shortcomings noted during supervisory inspections.

Organization of the crew is stressed, using as a guide the standard set-up of the U.S. Navy ship. Wherever feasible the differences in the foreign navy's set-up are incorporated in the organization.

During this final period of pre-underway training, ammunition is loaded on board and minor breakdowns are repaired. American and



PERUVIAN CREW arrives to take over 3 DEs. Right: Frigates *Glendale* and *Gallup* now are part of Thailand Navy.



TRAINING forms an important part of MDAP program. Here a Greek student emerges from fire-fighting drill.

foreign sailors work side by side as they prepare the ship for the three-week UWT period which lies ahead.

Another important changeover is in the shipboard labeling system—the compartment labels, name plates, piping system identification and so on.

But don't imagine a gang of bluejackets going about the ship with crowbars and buckets of paint, painting over all the labeling that can't be pried loose. Such a method would put the "trainers" themselves into a state of confusion during the indoctrination of the foreign trainees.

As it happens, the existing label-

ing is left untouched. The foreign translation is placed next to it. In this way both instructor and student will know the meaning. Neither, for instance, will mistake a 20-millimeter clipping room for an athletic gear store room.

The foreign Navymen really get their teeth into the training during the three-week underway training indoctrination. They receive from the shipriders the same expert supervision and guidance given their USN counterparts. Realistic drills are held. Collisions are simulated. Buckets of burning rags fill compartments with smoke, giving realism to fire drills. Dummies are booted overboard to sharpen up man-overboard drills.

A submarine rendezvous is arranged for ASW ships and simulated attacks are made. In this way ASW personnel make use of lessons learned from the synthetic trainer. This anti-sub warfare training is highly desired by foreign COs because of the limited submarine availability within their own navies.

At the conclusion of the five-week practice period, the ship and her crew undergo a departure inspection. The UWT group during this check-out determines the ship's readiness for sea.

Another part of the MDAP training—that given in the Navy's many technical schools—sees the foreign Navymen spread out throughout the USA to learn specialized skills that they may pass on to their shipmates.

Some of the students are crew members of the ships going through underway training. Others are men



FRENCH SAILORS show off the painted insignia on an F6F assigned them under the defense assistance plan.

who have made the trip from their homeland for the express purpose of specialized training.

During a typical month several hundred of these picked men, EMs and officers alike, receive schooling. For example, at the electronics and engineman schools at Great Lakes, Ill., in the course of a year you'd see sailors from Brazil, the Philippines, Belgium, Columbia and Peru. At the damage control school at Philadelphia, Pa., you'd find bluejackets from Denmark and Belgium. At the dental school at Bethesda, Md., you'd see representatives of Turkey and Ecuador.



GREEKS get instruction in damage control at Norfolk, Va. Right: Frenchmen get the lowdown on a diesel engine.

While Canadians are under instruction at the Indian Head, Md., explosive ordnance school, Italians might be bound for the Washington, D.C., gunner's mates and fire control technicians' schools, and Portuguese bluejackets heading for the Yorktown, Md., mine warfare school.

Also represented would be—The Netherlands, with Dutch sailors doing their stint, for example, at the Pensacola, Fla., landing signal officers school; Thailand, at the San Diego, Calif., anti-aircraft battery control and sonarman schools; Norway, with harbor defense students at Treasure Island, Calif. And finally — France might round out the MDAP training program with pompon wearing sailors attending the Bayonne, N.J., laundry school.

In all this instruction there is one problem that looms up like a battlewagon in a fleet of sampans. This is the language problem—a natural development when men from more than 20 different countries get the word from English-speaking Navymen.

It is met in three ways. First, many of the foreign technical students already possess a working knowledge of our language. They interpret for their countrymen.

Second, English-speaking shipmates of the students are assigned to the classes as interpreters. For instance, a bi-lingual yeoman from an Italian destroyer might be assigned to the Washington, D.C., gyro compass technicians school along with five of his electrician's mate shipmates.

Third, when the crew taking over a ship is unable to supply a sailor interpreter, the embassy or consulate of the foreign country arranges for one.

Those Navy-school students assigned to ships recently acquired by their country usually complete their courses in time to rejoin before the ship sails from the states. Here they come upon a scene of much activity. The ship will be undergoing its final outfitting and correcting the last repair items.

After all is ready for sea, the voyage home begins. Only a few months ago the ship was just a name to its new crew. Now, after comprehensive and varied training, the crew and ship that departs from USA shores form a compact fighting unit. —W. J. Miller, QMC, USN.



AMUSED SKIPPER of *Midway* listens to the trumped-up indictment of his ship by *FDR* personnel for intent to avoid her normal tour of duty.

Carrier Capers Mark Exchange in the Med

Carrying on a year-old custom, *uss Franklin D. Roosevelt* (CVB 42) welcomed her relief, *uss Midway* (CVB 41), to her Mediterranean duty station with cheers, huzzahs and merrymaking.

The fun occurred at Gibraltar as soon as *Midway* dropped her anchor. Twenty men from *FDR*, their curious-looking uniforms smothered with gold braid and campaign medals, boarded their sister ship. This was the "staff" of *Icarus*, a reincarnated Greek god, whose chief duty in modern times, it seems, is to warn *Banshee* pilots not to fly too high. This very *Icarus*, boarding *FDR*, had proclaimed

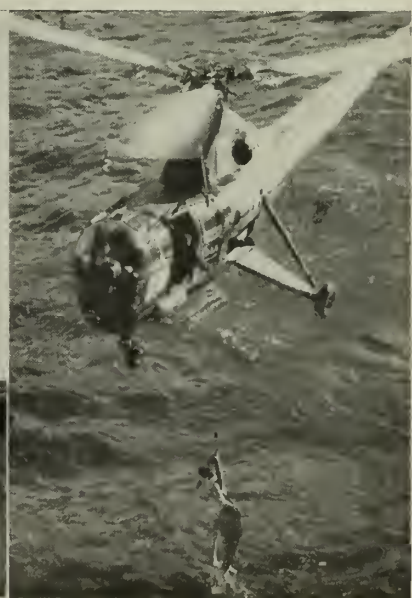
himself guardian angel for all Sixth Fleet battle carriers.

The staff went to work. Its members sang, danced and joshed the assembled ship's company. *Icarus*'s Chief Immunicator even inoculated *Midway*'s OD with "anti-Mediterranean" serum.

Then "Icky" himself dropped as if by magic (below left) onto the hangar deck stage. Looking around him, he demanded, "Is *this* the tub I'm to be transferred to?"

"Yes," came the reply.

"Never," quoth Icky and jumped in shame into the blue Mediterranean. Happily, he was rescued by a waiting copter (below right).



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• HOUSING CONDITIONS —

There is now a critical shortage of housing facilities for military and naval personnel in the Fontainebleau, France, area.

Much of the housing that is available is quite expensive. In addition, some of it is located outside the range of the NATO-operated bus service.

If you are ordered to duty with SHAPE in the Fontainebleau area, do not move your dependents until you have located suitable quarters.

• RESPIRATION —

An improved method of manual artificial respiration has been adopted by the Navy. Known as the "back-pressure arm-lift" method, it will also be used by other branches of the armed forces, the Red Cross, Public Health Service and other agencies.

Easy to learn and easy to operate, the back-pressure arm-lift method gives twice the lung ventilation of the Schafer method which has been considered the standard system of artificial respiration in the United States for many years.

The new method—described in detail on pages 32 and 33 — is now being taught to Navy medical department personnel and first aid instructors who, in turn, will train Fleet personnel in general. Future manuals, handbooks and first aid instructions will emphasize the new method. Eventually, the back-pres-

sure arm-lift will completely supplant the Schafer method. Meanwhile, operators should use the Schafer method or any other known life-saving system until they become familiar with the new method.

• CORRESPONDENCE COURSES

—Enrollment of both officer and enlisted personnel in the Navy's correspondence course program continues on the upswing.

At the end of the second quarter of fiscal year 1952 (October-December, 1951) the enrollment reached 69,750—an increase of 8,513 over the first quarter.

The largest enrollment is at the Naval Correspondence Course Center, Brooklyn, N. Y., which reports an enrollment of 65,184, an increase of more than 10,000 over the preceding quarter.

While the bulk of the enrollment consists of Regular Navy and Naval Reserve personnel, approximately 1,000 enrollments are from members of other branches of the armed forces.

• REENLISTING IN RANK —

Regular and Reserve members of the Marine Corps separated from the service for less than a year may now reenlist without loss of rank.

The modification which permits reenlistments within one year to be effective without loss of grade is aimed to induce more combat-experienced marines to reenlist.

• COMMISSIONS IN MSC—Warrant officers, CPOs and petty officers first class of the Hospital Corps, USN, who are candidates for appointment to the rank of ensign in the Administration and Supply Section of the Medical Service Corps, will take their examinations on 15 May 1952.

The eligibility requirements of this program provide that candidates: must be American citizens between ages of 21 and 32 (30, for female applicants); must have served as a PO1 or higher for at least one year prior to examination date; must have completed two years of work toward a degree in an approved college or university or its equivalent (or have completed the USAFI Educational Qualification Test 2CX).

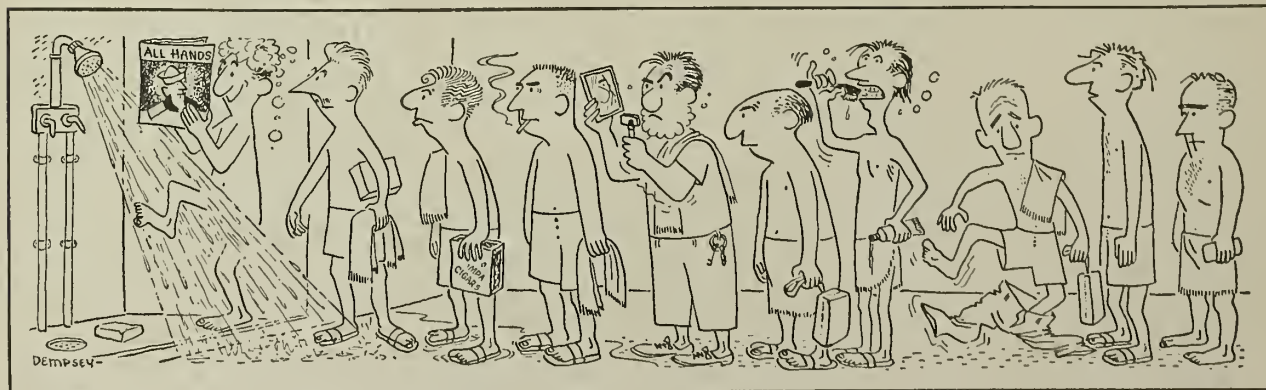
The above program is a continuing program on an annual basis dating back to 1947. Limiting nomination date for the above exam was 1 Feb 1952.

Further information on the procurement of WOs and EMs for appointment to ensign in the MSC, including exam subjects, procedure for application and implementation, is contained in BuPers Circ. Ltr. 35-52 (NDB, 29 Feb 1952).

• OFFICERS' ROTATION OF DUTY—

Under current practices, each instance of rotation of officers from foreign shore duty is examined in the light of conditions known to exist at his foreign station. Rotation is also examined in the light of balanced career assignments for the officer involved.

The present policy on rotation is spelled out in BuPers Circ. Ltr. 33-52 (NDB, 29 Feb 1952) which cancels BuPers Circ. Ltr. 119-51 (NDB, January-June 1951). The



PASS THIS COPY ALONG—April showers will bring May flowers from nine of your shipmates if they see All Hands.

older directive specified an officer's duty at an advance base as *shore duty outside the U. S.*, countable as sea duty for rotational purposes. It further specified that foreign shore duty (with certain exceptions) was considered sea duty for rotational purposes.

No list of foreign shore stations, according to their accreditation as "shore" duty or "sea" duty for rotation purposes, is available, nor is one feasible. The new circular letter states: "Inasmuch as localities and total personnel requirements by grade and corps for sea, shore and foreign shore vary with changing naval requirements (from time to time), it is not considered practicable to promulgate a list of foreign shore activities currently considered as shore duty for the various categories of officer personnel."

• **TWO ID CARDS**—All members of the United States Armed Forces on board ship or on duty outside the continental limits will soon be carrying two ID cards. Purpose of the second card is for use in the event of capture as a prisoner of war, in which case it will be surrendered by the POW to the capturing authorities.

The ID card you now carry—Armed Forces Identification Card (DD Form 2N)—will be retained on your person so that you may be identified at all times.

According to BuPers Circ. Ltr. 31-52 (NDB, 29 Feb 1952), the new POW ID cards, known as Geneva Conventions Identification Card (DD Form 528), will be prepared for all armed forces personnel on active duty but will be retained in the individual's service record until he goes on board ship or reports for overseas duty.

Outside the continental limits of the United States the new card is retained on the individual's person at all times, unless captured.

When an officer or enlisted man reports back to a continental activity for shore duty, his Geneva Conventions ID card will be filed in his service record.

In order to comply with the rules of the 1949 Geneva Conventions, the present Armed Forces ID cards (DD Form 2N) held by all medical and religious personnel of the armed forces will be stamped with a red cross on back of the card.

Lab Studies Ships' Magnetic Personalities

As POs and strikers of several ratings well know, a ship is in effect a magnet. In addition to the ever-present *induced* magnetism, a ship gradually picks up *permanent* magnetism from the earth's own magnetic field. This magnetism is intensified by such factors as prolonged firing of the guns or steady cruising in rough seas.

To determine the amount of permanent and induced magnetism which various types of ships will acquire under different conditions—and to determine the best way to reduce these amounts—the Navy has constructed a special laboratory. Results of tests made in this lab are used in the protection of the Fleet against magnetic mines of the field influence type and against certain types of torpedoes.

This recently completed lab is called the Magnetic Ship Models Laboratory and is a component of the Naval Ordnance Laboratory at White Oaks, Md.

The lab's equipment is almost completely automatic in operation and provides a complete study of the magnetic fields of steel ship models.

The lab is located in an area exclusively set aside for magnetic measurements. Ferrous (iron-derived) metals are forbidden within this area. Even automobiles may

not be parked near the building. Only non-ferrous materials have been used in the construction of the lab.

Within the building, magnetic fields can be simulated to duplicate quickly any field which would be encountered by a vessel cruising under actual conditions. The equipment can be so regulated that the lab will be free of any magnetic influence, including the earth's own field.

Located beyond the coil is the key to the operation. This is the magnetic field detector whose task it is to feel out the various degrees of magnetic intensity—the measuring stick of the system.

The magnetic field detector can be moved in north-south, east-west and vertical directions. It can also be moved in various angular directions. This mobility is of special use in studying the fields encountered along paths of torpedoes or mines as they pass under the ship—or the ship passes over them—at various angles.

A grand piano-size master console controls all the testing equipment. It is operated by one man, who has more to keep him busy than the pianist with his 88 keys. Facing the console operator are 357 different controls, including knobs, switches and spot galvanometers.



NOL SCIENTIST points out parts of the equipment: Model's hull in support frame, Z shaker (above), X shaker (at ends) and field detector (at rear).

Navy Duty in Germany



SALTY TRIO, all members of the staff of the Commander, U. S. Naval Forces in Germany, stride under a tower of Karl Teodor Bridge in old Heidelberg.



RAMBLING CASTLES like this are among the many sights to be seen by sailors who visit the armed forces recreation center at Garmisch in the Bavarian Alps.

HUNDREDS OF MILES from the North Sea, in the ancient German city of Heidelberg, a man wearing the short leather trousers and halter of Bavaria stops eating his giant pretzel and does a double-take. An aproned *hausfrau*, engaged in the age-old German pastime of surveying her street domain, leans farther out of the window. Both are staring at blue-jackets walking along the Bismarckplatz or up Hauptstrasse for, although the American sailor's uniform has been part of the Heidelberg scene for over a year, it still attracts attention.

About 40 sailors are attached to the staff of Commander, U.S. Naval Forces, Germany, with headquarters at Campbell Barracks—a former *Wehrmacht* infantry post—not far from the heart of famous, picturesque Heidelberg.

Established to protect U.S. interests and policies within areas of Navy responsibility, Headquarters ComNavForGer maintains a constant state of readiness in the event of an emergency. It performs liaison functions with the Army and Air Force, British and French naval units and the Russian Military Mission at Potsdam. It is also responsible for the collection and evaluation of intelligence reports and supervises the work of other naval activities in Germany—from Bremerhaven, on the North Sea, to Berlin.

Near-by Patton Barracks, compound for the Army's 7888th Special Troops, is home for most of the staff bluejackets. They eat at Army messes and enjoy the privileges of Army clubs. Plenty of recreational facilities are available at the base and a bus ride to town takes only five minutes.

Army mess offers waitress-served meals which are international in scope. Ham comes from Holland, oranges from North Africa and plums from Spain. Vegetables are provided by the fields of Germany and France. Denmark supplies dairy products and Texas sends beef.

A number of houses and hotels in the Heidelberg vicinity have been requisitioned by the occupying forces for use of personnel and their dependents. Rows of modern apartment houses, built especially for American families, are sprouting up

s Interesting

around the perimeter of the military base. Despite these factors, adequate housing is still scarce and many newly-arrived Navy families must live for several months in military hotels until other housing becomes available.

Sailors stationed at Heidelberg are impressed by the historic surroundings and scenic beauty of the city which, through centuries and wars, has remained pretty much the same. Heidelberg is one of the few major German cities to escape intensive air bombardment in World War II. Germans wryly comment that they "used to come to Heidelberg to see the old ruins but now come here to get away from them."

Dominating the city from a hillside is the frowning mass of a partially ruined 15th century castle. The castle, or *Schloss*, is a must on every tourist's list and sailors are no exception.

When French troops sacked Heidelberg twice in the late 17th century, the *Schloss* did not escape their torches. Much of the old castle still stands, however, and every day long lines of visitors thread across the courtyards and through the towers, prison and salons.

Bluejackets making the tour always show great interest in Perkeo's Wine Barrel. Perkeo, dwarf court jester to Prince Johann Casimir, demanded payment for his services in



COURIER RETURNS to Heidelberg from Berlin and Bremerhaven with a pouch of classified mail. The jeep will take him from the station to headquarters.

wine. To keep his valuable courtier in the best of spirits, the prince ordered the world's largest wine barrel constructed. The result: a vat that could hold over 55,000 gallons of the finest Rhein wine. Today the barrel still stands intact (but empty!), with a balustraded dance floor crowning its top—a gigantic monument to a gigantic thirst.

Watch towers still command the entrance to the *Schloss* and drawbridges spanning the now-dry moat are still operative. The sally-port tower portcullis still remains, poised to drop and cut off entrance to the unwanted.

An interesting legend centers

around the iron ring set on the huge wooden door at the drawbridge entrance. According to castle tales, the person who bites through the one-inch thick ring will own the castle. There's a small scratch about two inches in length on the ring which the sober-faced guide explains was made by a witch. Quite a few sailors can tell you that mortal molars won't make an impression on the ring.

Modern *autobahns*, or highways, link Heidelberg with the principal cities of Germany and the city itself is laced with macadam and asphalt streets. Much of the German road system is designed for 19th century transport, however, with narrow,



RADIOMEN run a routine check of a mobile radio station. Right: Doyle Darr, GM3, picks up postcards in Heidelberg.





GARMISCH VISITORS enjoy breathtaking view of the lofty Alps (left) and photograph a well-kept roadside shrine.

cobble-stone roads much in evidence. Horse-drawn wagons, ox-carts and bicycles are popular means of transportation.

Many Heidelberg streets are so narrow that military authorities have posted them with signs reading *Einbahnstrasse*—One Way Street. This has caused some confusion among those unfamiliar with the language. One headquarters sailor, who had to return to a camera store on a downtown street, could only remember the number of the shop. Squeezing into a *Volkswagen* taxi, he groped for the street name. In a sudden burst of recollection, he remembered the street sign he had seen near the shop and casually

ordered the driver, "Take me to 22 *Einbahnstrasse*."

Out-of-town sightseeing is popular and sailors are encouraged to take leave whenever possible. Virtually all of the capitals of Europe are within overnight travel by train. Berlin, Munich, Cologne and the recreation areas at Garmisch and Berchtesgaden are favorite leave addresses in Germany. Paris and Copenhagen are the most popular "foreign" vacation spots, with London and the Swiss Alps following.

Cut-rate rail fares for military personnel help ease the financial strain brought on by present high prices. One-payment tours in luxurious motor buses also help the sailors

make their dollar go a lot farther.

Personnel serving in Germany are not paid in "greenbacks" but in specially printed military scrip. The scrip is for use in American-operated post exchanges, snack bars, gas stations and the like. German marks can be obtained quickly from the Army finance office. Military scrip of the British and French zones can also be obtained. The American Express Company and Chase National Bank offices in Heidelberg will exchange scrip for almost any European currency. These facilities make it easy for the Heidelberg-based blue-jacket to see much of Europe in a comparatively effortless manner.—Larry Cott, JO1, USN.



OFF-DUTY FUN—Navy couple swings to a German band. Right: Bluejackets try that old German staple, the pretzel.

Be a Good Citizen by Voting: Here's How

VOTERS in the 48 states will participate in the election of a president and vice president of the United States on 4 November. U. S. senators, members of the U.S. House of Representatives and certain state and local officials will also be elected.

Many members of the armed forces will be away from their home state and thus will be unable to vote in person. Most sailors, marines, soldiers and airmen, however, will be given an opportunity to name the candidates of their choice by means of the "absentee ballot."

Balloting material—such as registration forms, ballot applications and the ballots themselves—will be transmitted and delivered in the most expeditious manner.

In order to assist Navymen in voting, ALL HANDS is reproducing a state by state voting information chart, now being distributed by the Navy voting office, on the following four pages. The information in the chart applies primarily to members of the armed forces. In some cases, however, it may also apply to dependents and other individuals.

Navymen can learn the requirements of their state from the accompanying chart. For information on dependents and others, however, see the voting officer.

Legal residents of the *District of Columbia* have no voting privileges. In addition, *New Mexico* and *South Carolina* do not permit absentee balloting. The territories of *Alaska*, *Hawaii*, *Puerto Rico* and the *Virgin Islands* do not permit absentee balloting either.

Before you can register and vote, you must meet the eligibility requirements of your home state.

AGE

All states except *Georgia* require that a person be 21 years old in order to vote in a general election. In *Georgia*, 18-year-olds can vote. At least one state—*Indiana*—allows one to vote in the primary election if he is 21 by the date of the general election. (A primary election is one in which members of specific political parties vote to choose their party's candidates.)

RESIDENCY

All states require a minimum pe-

See Your Voting Officer

Each command is required to have an officer designated as a "voting officer." He should have all information you need on the subject of voting.

If you have any doubts about your right to vote, see your voting officer immediately. If you don't know who he is, check the roster in the personnel office.

riod of residency as a prerequisite to voting. These requirements vary from state to state. In some states, six months' residency is all that is needed. In others, one must be a state resident for one or two years. *South Dakota* requires its voters to be a resident of the U.S. for five years, a resident of the state for one year, a resident of a county for 90 days and a resident of a precinct for 30 days.

Usually the state, city or county (township) in which a person lived *before* entering the armed forces is considered to be his legal residence for voting purposes—unless, of course, he has changed his residence while in the service.

Most states provide that time spent in the armed forces may be included in the total residence requirement. For example, if the minimum residency required by a certain state is two years and a person lived in that state for one year and then served in the armed forces for one year, he will have fulfilled the minimum residence requirement of two years.

A few states, however, require that a person shall have met the residence requirements *before* entering the armed forces in order to qualify for voting by absentee ballot. If you are in doubt about the requirements of your state, consult your voting officer or CO.

REGISTRATION

Most states require that a person be registered, showing that he is fully qualified to vote. A few states require registration to be completed prior to election day.

A few states require *reregistration* periodically.

Most—but not all—states will accept the Federal Post Card Application for Ballot (known as FPCA or

Form 76) from persons desiring to vote. In the case of general elections (to be held on 4 November this year), these post card applications will be distributed to all personnel on active duty. Persons desiring to vote in primary or special elections, however, must request the application form from their voting officer or CO.

Before using the FPCA form, however, make sure that your home state will accept it. A few states prefer letters of application. Almost all states will accept a letter of application in lieu of the post card application form. Some states — *Arkansas*, *Florida*, *Indiana* and *Montana*—provide special ballot application forms of their own. Use the form your state requires or suggests.

Be sure to make all necessary applications as early as your state will permit. Consult your voting officer or CO for additional information.

All qualified voters should vote in every election. The Navy is making it as easy as possible for you to exercise your right to vote even though you may be thousands of miles from your home state on election day.

Campaigning Not Allowed

Federal law limits the participation of service personnel—and other "agents of the government" in election campaigns.

The law prohibits commissioned, noncommissioned, warrant or petty officers from attempting to influence any member of the armed forces to vote or not to vote for any particular candidate.

The law prohibits the delivery or presentation to servicemen of any material paid for or sponsored by the federal government, or any officer of the government, designed to affect the result of an election. It also prohibits the taking or publishing of polls to test the political sentiment of servicemen.

Nothing in the law is to be construed as prohibiting free discussion regarding political issues or candidates, however. Further details will be found in BuPers Circ. Ltr. 180-50 (NDB, July-December 1950).

Alabama to New Hampshire

STATE	MINIMUM AGE	MINIMUM RESIDENCE REQUIREMENTS	OTHER REQUIREMENTS	MUST SERVICE- MAN REGISTER BEFORE VOTING?	IS REGIS- TRATION PERMANENT?	IS REGIS- TRATION PERMITTED BY MAIL?	HOW DOES SERVICEMAN BECOME REGISTERED?	WHO MAY VOTE BY ABSENTEE BALLOT?	STATE
ALABAMA	21	2 yrs. in S; 1 yr. in C; 3 mos. in P	RV; pay PT, except AFP; read & write English language	YES	YES	NO	In person only at office of Board of Registrars on the first and third Monday of each month	All persons	ALABAMA
ARIZONA	21	1 yr. in S; 30 days in C; 30 days in P	RV; read English language	YES	YES	YES	Apply any time to County Registrar for "War Registration Form"	All persons	ARIZONA
ARKANSAS	21	1 yr. in S; 6 mos. in C; 30 days in P	Pay PT, except AFP	YES	YES	YES	Registration is automatic when voter returns marked ballot to State official	All persons	ARKANSAS
CALIFORNIA	21	1 yr. in S; 90 days in C; 54 days in P	RV, except AFP & MM	NO	YES	YES	Apply to County Clerk at any time except 15-day period before election	All persons	CALIFORNIA
COLORADO	21	1 yr. in S; 90 days in C; 15 days in P	RV	YES	YES	YES	Apply in Town, Borough, or City Clerk at any time prior to election	All persons	COLORADO
CONNECTICUT	21	1 yr. in S; 6 mos. in C; 30 days in P	RV	YES	YES	YES	In person at County Board of Elections and Registrars at times established by Board	All persons	CONNECTICUT
DELAWARE	21	1 yr. in S; 6 mos. in C	RV	YES	YES	YES	Re-registration only by servicemen, apply to County Superintendent of Elections 90 days before E	AFP, MM, CC, & Ds of AFP	DELAWARE
FLORIDA	21	1 yr. in S; 6 mos. in C	RV	YES	YES	YES	Apply to County Tax Collector before Primary Election	All persons	FLORIDA
GEORGIA	21	6 mos. in S; 30 days in P	RV; read & write English language	NO	YES	YES	Registration is automatic, when marked ballot is accepted by election officials	AFP, MM, CC, & their Da	GEORGIA
IDAHO	21	1 yr. in S; 90 days in C; 30 days in P	RV, except AFP	NO	YES	NO	Armed Forces Personnel not required to register	All persons	IDAHO
ILLINOIS	21	6 mos. in S; 60 days in C; 30 days in P	RV	YES	YES	YES	Apply to Clerk of Circuit Court and request "Absentee Registration Form" 30 days before E	AFP, MM, CC, & Ds of AFP	ILLINOIS
INDIANA	21	6 mos. in S; 60 days in C	RV in some C, except AFP	NO	YES	YES	Registration is automatic, when marked ballot is accepted by election officials	All persons	INDIANA
IOWA	21	6 mos. in S; 30 days in P	RV	NO	YES	YES	Armed Forces Personnel not required to register	All persons	IOWA
KANSAS	21	1 yr. in S; 6 mos. in C; 60 days in P	RV	YES	YES	YES	Registration is automatic when application for ballot has been accepted by election officials	All persons	KANSAS
KENTUCKY	21	2 yrs. in S; 1 yr. in Par- tial; 3 mos. in P	RV; read & write English language	YES	NO	NO	Only in person, at place of Louisiana residence	AFP only	KENTUCKY
LOUISIANA	21	6 mos. in S; 3 mos. in C; Town or C	RV; read & write English language	NO	YES	YES	Members of the Armed Forces, "certain Merchant Marine personnel", and "certain civilians" do not have to register	All persons	LOUISIANA
MAINE	21	1 yr. in S; 6 mos. in C	RV, except AFP, MM, & CC	NO	YES	YES	Registration is automatic when application for ballot has been accepted by election officials	AFP, MM, & CC	MAINE
MARYLAND	21	6 mos. in S; 30 days in C	RV; read & write English language	YES	YES	NO	Apply in person or by letter to City or Town Clerk during 32 day period before E; family may also apply for AFP	AFP, MM, CC, & their Ds	MARYLAND
MASSACHUSETTS	21	6 mos. in S; 30 days in C	RV, except AFP	NO	YES	YES	Registration is accomplished when affidavit accompanying bal- lot is executed and returned	All persons	MASSACHUSETTS
MICHIGAN	21	6 mos. in S; 30 days in C	RV in certain Cities	YES	YES	YES	Apply to city clerk not later than 9 Aug. for voting in Primary E, and not later than 13 October for General E	AFP and MM; CC others in US	MICHIGAN
MINNESOTA	21	2 yrs. in S; 1 yr. in E District	Pay PT, except AFP; RV, except AFP	NO	YES	YES	Registration is automatic when application for ballot has been accepted by election officials	AFP, MM, & CC	MINNESOTA
MISSISSIPPI	21	1 yr. in S; 60 days in C; City or T	RV in cities over 10,000, except AFP	NO	YES	YES	Registration is automatic, when marked ballot has been accepted by election officials	All persons	MISSISSIPPI
MISSOURI	21	1 yr. in S; 30 days in C	RV	YES	YES	YES	Apply in C Clerk for "War Registration Card" at any time, except during 45-day period before E	All persons	MISSOURI
MONTANA	21	6 mos. in S; 40 days in C; 10 days in P	RV in cities over 7,000 pop.	YES	YES	YES	Request "Special Registration Forms" when applying for absentee ballot	All persons	MONTANA
NEBRASKA	21	6 mos. in S; 30 days in C	RV, except AFP, & MM	NO	YES	YES	Armed Forces Personnel not required to Register	All persons	NEBRASKA
NEVADA	21	6 mos. in S	Have name on "Voters' Check List"	NO	YES	YES	Name will be placed on check list automatically when applica- tion for ballot has been accepted by election officials	All persons	NEVADA
NEW HAMPSHIRE	21								NEW HAMPSHIRE

AFP Armed Forces Personnel; includes military personnel of the United States Armed Forces and the United States Coast Guard (Also members of the Coast Guard when the State law includes them as part of the Armed Forces.)
C County or Counties
CA Constitutional Amendment(s)
CC Certain Citizens. Those civilians assigned or attached to the Armed Forces who are given absentee voting privileges similar to Armed Forces Personnel.

Con Del Convention Delegates
Ds Dependents
Dem Democratic
E Election
F Federal
FPCA Federal Post Card Application (Form 76)

L Local
MM Merchant Marine Personnel. Generally, those employed for duty other than on the Great Lakes or Inland Waterways.
P Precinct
Pres Pref Presidential Preference
PT Poll Tax
Rep Republican

RQ Referendum Question
RV Registered Voter
S State
SupR Supervisor of Registration
T Town
Ts Township

Alabama to New Hampshire

STATE	IS ABSENTEE VOTING PERMITTED IN:		1952 ELECTIONS		APPLICATION FORM FOR REQUESTING BALLOT	EARLIEST DATE APPLICATION WILL BE ACCEPTED AND OFFICIAL TO WHOM SENT	EARLIEST DATE STATE WILL MAIL BALLOT TO VOTER	MARKED BALLOT WILL BE ACCEPTED BY STATE VOTING OFFICIAL AS LATE AS—	STATE
	PRIMARY ELECTION	GENERAL ELECTION	PRIMARY ELECTION	GENERAL ELECTION					
ALABAMA	YES	YES	6 May—F, S, & L 3 June—Run-off	4 Nov—F, S, & L; CA	FPCA	40 days before E to C Probate Judge	21 days before E	Day of E	ALABAMA
ARIZONA	YES	YES	9 Sept—F, S, & L	4 Nov—F, S, & L	FPCA	30 days before E to C Recorder	30 days before E	6:00 P. M. day of E	ARIZONA
ARKANSAS	YES	YES	29 July—Pres. Pref. 12 Aug—F, S, & L	4 Nov—F, S, & L; CA	Ark. Form	20 days before E to C Clerk	15 days before E (if in US) 20 days before E (if outside US)	6:30 P. M. day of E	ARKANSAS
CALIFORNIA	YES	YES	3 June—F, S, & L Pres. Pref.	4 Nov—F, S, & L; CA	FPCA	Any time before E to C Clerk	20 days before E	19 June—Primary E 20 Nov—General E	CALIFORNIA
COLORADO	YES	YES	9 Sept—F, S, & L Con. Del.	4 Nov—F, S, & L; CA	FPCA	90 days before E to C Clerk	30 days before E	5:00 P. M. day of E	COLORADO
CONNECTICUT	YES	YES	(No State-wide Primaries)	4 Nov—F & S	FPCA	4 months before E to Town Clerk	4 months before E	6:00 P. M. day before E	CONNECTICUT
DELAWARE	NO	YES	Sept—(date undetermined) F & S	4 Nov—F & S	FPCA	15 Sept 52 to C Board of E & R	15 Sept	12:00 (noon) on day of E	DELAWARE
FLORIDA	YES	YES	6 May—F & S; 27 May—Run-off Prim. & Con. Del.	4 Nov—F & S; CA	Fla. Form	45th day before E to C Sec. of R	As soon as available	5:00 P. M. on day before E	FLORIDA
GEORGIA	YES	YES	14 May (tentative) F, S, & some C	4 Nov—F, S, & some L	FPCA	Any time before E to C Registrar	In time to vote and return	Day before E	GEORGIA
IDAHO	YES	YES	12 Aug—F & S	4 Nov—F & S	FPCA	30 days before E to C Clerk	30 days before E	Day before E	IDAHO
ILLINOIS	YES	YES	8 Apr—F, S, L & Pres. 8 Nov—F, S, L & Pres. Committee	2 June—Spec. E, Cook C 4 Nov—F, S, & L	FPCA	100 days before E to C Clerk	45 days before E (30 days before E for civilians)	Day of E	ILLINOIS
INDIANA	YES	YES	6 May—F, S, & L	4 Nov—F, S, & L	Ind. Form	30 days before E to Clerk of Circuit Court	30 days before E	6:00 P. M. day of E	INDIANA
IOWA	YES	YES	2 June—F, S, & L	4 Nov—F, S, & L	FPCA	20 days before E to C Auditor	Upon receipt of application	Day before E	IOWA
KANSAS	YES	YES	5 Aug—F, S, & L	4 Nov—F, S, & L; RQ	FPCA	1 Apr—Primary 1 Sept—General to C Clerk	15 July 52—Primary E 10 Oct 52—General E	Day before E	KANSAS
KENTUCKY	YES	YES	2 Aug—F & L	4 Nov—F & L	FPCA	Any time except 10 days before E to C Clerk	As soon as available to E officials	Day of E	KENTUCKY
LOUISIANA	YES	YES	29 July—F, S, & L 26 Aug—Run-off	22 Apr—S & L 4 Nov—F & S	FPCA	Any time to Clerk of Parish Court	30 days before E	Day of E	LOUISIANA
MAINE	YES	YES	16 June—F, S, & L	8 Sept—F, S, & L 4 Nov—Pres. & Vice P	FPCA	Any time to Town or City Clerk	30 days before E	Day of E	MAINE
MARYLAND	YES	YES	5 May—Del. to State Con.; & F	4 Nov—F	FPCA	55 days before E to Sec. of State, Annapolis, Md.	55 days before E	Day of E	MARYLAND
MASSACHUSETTS	YES	YES	29 Apr—Pres. Pref. 16 Sept—F & S	4 Nov—F & S	FPCA	Any time to City or Town Clerk	As soon as available to E officials	Day of E	MASSACHUSETTS
MICHIGAN	YES	YES	9 Sept—F, S, & L	4 Nov—F, S, & L	FPCA	30 days before E to City or Town Clerk	25 days before E	Day of E	MICHIGAN
MINNESOTA	YES	YES	18 Mar—Pres. Prim. 9 Sept—F, S, & L	4 Nov—F, S, & L; CA	FPCA	30 days before E to C Auditor	12 days before E	Day of E	MINNESOTA
MISSISSIPPI	YES	YES	26 Aug—F 16 Sept—Run-off	4 Nov—F	FPCA	Any time before E to C Registrar	In time to vote and return ballot	Day of E	MISSISSIPPI
MISSOURI	YES	YES	5 Aug—F & S	4 Nov—F & S	FPCA	Any time to Clerk of C Court	As soon as available to E officials	6:00 P. M. day after E	MISSOURI
MONTANA	YES	YES	15 July—F, S, & L	4 Nov—F, S, & L; CA	Mont. Form	Any time before E to C Clerk	30 days before E	Day of E	MONTANA
NEBRASKA	YES	YES	1 Apr—F, S, & L Pres. Pref.	4 Nov—F, S, & L	FPCA	90 days before E to City or C Clerk	15 days before E	10:00 A. M. 10 Apr—Primary 10:00 A. M. 13 Nov—General	NEBRASKA
NEVADA	YES	YES	2 Sept—F & L	4 Nov—F & L	FPCA	90 days before election to C Clerk	90 days before E	Day of E	NEVADA
NEW HAMPSHIRE	NO	YES	11 Mar—Pres. Pref. 9 Sept—F, S, & L	4 Nov—F, S, & L	FPCA	Any time to Sec. of State, Concord, N. H.	15 Oct	Day of E	NEW HAMPSHIRE

AFP Armed Forces Personnel; includes military personnel of the United States and of the Coast Guard where the State law includes them as part of the Armed Forces.

C County or Counties
CA Constitutional Amendment(s)
CC Certain Citizens. Those citizens assigned or attached to the Armed Forces of the United States and who are voting privileges similar to Armed Forces Personnel.

Con Del Convention Delegates
Ds Democrats
Dem Democratic
E Election
F Federal
FPCA Federal Post Card Application (Form 76)

L Local
MM Merchant Marine Personnel. Generally, those employed for duty other than on the Great Lakes or Inland Waterways.
P Precinct
Pres Pref Presidential Preference
PT Poll Tax
Rep Republican

RQ Referendum Question
RV Registered Voter
S State
Sur Supervision of Registration
T Town
Ts Township

New Jersey to District of Columbia

STATE	MINIMUM AGE	MINIMUM RESIDENCE REQUIREMENTS	OTHER REQUIREMENTS	MUST SERVICE- MAN REGISTER BEFORE VOTING?	IS REGIS- TRATION PERMANENT?	IS REGIS- TRATION PERMITTED BY MAIL?	HOW DOES SERVICEMAN BECOME REGISTERED?	WHO MAY VOTE BY ABSENTEE BALLOT?	STATE
NEW JERSEY	21	1 yr. in S; 5 mos. in C	RV, except AFP	NO	YES	YES	Armed Forces Personnel not required to Register	AFP only	NEW JERSEY
NEW MEXICO	21	1 yr. in S; 90 days in C; 30 days in P	RV	YES	YES	YES in arm c	Apply to county clerk for "Affidavit of Registration" Form	No one	NEW MEXICO
NEW YORK	21	1 yr. in S; 4 mos. in C; 30 days in P	RV	NO	NO	YES	Apply to Secretary of State, Albany, N. Y. between 1 April and 23 October	AFP & their Ds	NEW YORK
NORTH CAROLINA	21	1 yr. in S; 4 mos. in P	RV; read & write	NO	YES	YES	Registration is automatic when application for ballot has been accepted by election officials	AFP & MIM; others only GEN, E	NORTH CAROLINA
NORTH DAKOTA	21	1 yr. in S; 90 days in C; 30 days in P	RV for local E only	NO	YES	YES	Registration is automatic when application for ballot has been accepted by election officials	AFP, MIM, CC, & their Ds	NORTH DAKOTA
OHIO	21	1 yr. in S; 40 days in C; 40 days in P	RV in some C	NO	YES	YES	Armed Forces Personnel not required to Register	All persons	OHIO
OKLAHOMA	21	1 yr. in S; 6 mos. in C; 30 days in P	None	NO	YES	YES	No registration required	All persons	OKLAHOMA
OREGON	21	6 mos. in S	RV; read & write English language	NO	YES	YES	Registration is automatic when application for ballot has been accepted by election officials	All persons	OREGON
PENNSYLVANIA	21	1 yr. in S; 2 mos. in C	RV, except AFP	NO	YES	NO	No registration required	AFP, hospital vets	PENNSYLVANIA
RHODE ISLAND	21	1 yr. in S; 6 mos. in E District	RV, except AFP, MIM & CC	NO	YES	YES	No registration required	All persons	RHODE ISLAND
SOUTH CAROLINA	21	2 yrs. in S; 1 yr. in C; 4 mos. in P	RV; own property or read & write	YES	YES	NO	Registration must be accomplished in person at office of County Supervisor of Registration	No one	SOUTH CAROLINA
SOUTH DAKOTA	21	5 yrs. in U.S.; 1 yr. in S; 90 days in C; 30 days in P	RV	YES	YES	YES	Apply to County Auditor for "Registration Affidavit Form" at any time except 20-day period before election	All persons	SOUTH DAKOTA
TENNESSEE	21	1 yr. in S; 6 mos. in C; 30 days in P	RV	YES	YES	YES	Apply to Registrar, County Election Commission at any time, except 20-day period before election day	All persons	TENNESSEE
TEXAS	21	1 yr. in S; 6 mos. in C	Pay PT of \$175	NO	NO	YES	Payment of poll tax to County Tax Collector constitutes registration	All persons except regular AFP	TEXAS
UTAH	21	1 yr. in S; 4 mos. in C; 60 days in P	RV	YES	YES	NO	Registration must be accomplished in person at Office of C Registration Agent at any time except 10-day period before E	All persons	UTAH
VERMONT	21	1 yr. in S	Have name on Voter's Check List	YES	YES	YES	Apply to town Board of Selectmen for "Freeman's Oath Form" at any time	All persons	VERMONT
VIRGINIA	21	1 yr. in S; 6 mos. in C; 30 days in P	Pay PT, except AFP, RV, except AFP	NO	YES	YES	No registration required	All persons	VIRGINIA
WASHINGTON	21	1 yr. in S; 90 days in C; 30 days in P	RV; read & speak English language	NO	YES	YES	Registration is automatic when signed registration certificate which accompanies ballot is received by precinct election officials	All persons	WASHINGTON
WEST VIRGINIA	21	1 yr. in S; 60 days in C	RV	YES	YES	YES	Apply to Clerk of the County Court for "Temporary Registration Form" at any time, except 30-day period before E	All persons	WEST VIRGINIA
WISCONSIN	21	1 yr. in S; 10 days in P	RV, except AFP, MIM & CC	NO	YES	YES	No registration required	All persons	WISCONSIN
WYOMING	21	1 yr. in S; 60 days in C; 30 days in P	RV; read State Constitution	NO	YES	YES	Registration is automatic when ballot and accompanying affidavit have been received by election official	All persons	WYOMING
ALASKA	21	1 yr. in Territory; 30 days in P	RV; read U. S. Constitution	YES	NO	NO	Apply in person at seat of local government	No one	ALASKA
HAWAII	21	1 yr. in Territory; 3 mos. in Represent. Dist.	RV; read, write Eng. or Hawaiian	YES	YES	YES	Apply to C clerk for "Absentee Registration Form" at any time except 30-day period before election	No one	HAWAII
PUERTO RICO	21	1 yr. in Territory	RV	YES	NO	NO	Apply in person at City Hall	No one	PUERTO RICO
VIRGIN ISLANDS	21	1 yr. in Territory	RV; read, write English	YES	YES	NO	Apply in person at City Hall	No one	VIRGIN ISLANDS
DIST. OF COLUMBIA									DIST. OF COLUMBIA

Referendum Question
Registered Voter
State
SuR
T
Ts

Merchant Marine Personnel, generally those employed for duty other than on the Great Lakes or Inland Waterways.

Local
MM
Pres Pref
PT
Rep

Convention Delegates
Dependents
Democratic
Election
Federal
Federal Post Card Application (Form 76)

Con Del
Ds
Dem
F
FPCA

Armed Forces Personnel: includes military personnel of the Army, Navy, Air Force, and Marine Corps. (Also members of the Coast Guard where the State law includes them as part of the Armed Forces.)
County or Counties
Constitutional Amendment(s)
Certain Civilians. Those civilians assigned or attached to the Armed Forces who under State law are given absentee voting privileges similar to Armed Forces Personnel.

New Jersey to District of Columbia

STATE	IS ABSENTEE VOTING PERMITTED IN:		1952 ELECTIONS		APPLICATION FORM FOR REQUESTING BALLOT	EARLIEST DATE APPLICATION WILL BE ACCEPTED AND OFFICIAL TO WHOM SENT	EARLIEST DATE STATE WILL MAIL BALLOT TO VOTER	MARKED BALLOT WILL BE ACCEPTED BY STATE VOTING OFFICIAL AS LATE AS—	STATE
	PRIMARY ELECTION?	GENERAL ELECTION?	PRIMARY ELECTION	GENERAL ELECTION					
NEW JERSEY	YES	YES	15 Apr—F, S, & L & Con. Del.	4 Nov—F, S, & L	FPCA	Any time to C Clerk	30 days before E	Day of E	NEW JERSEY
NEW MEXICO	NO	NO	1 Apr—Municipal E & Con. Del.	4 Nov—F, S, & C	FPCA	NO ABSENTEE VOTING PERMITTED IN THE STATE OF NEW MEXICO BY ANYONE	1 Apr	12:00 (noon) day before E	NEW MEXICO
NEW YORK	NO	YES	22 Apr—Con. Del.; 16 Sept—F, S, & L (Tentative)	4 Nov—F, S, & L	FPCA	Any time to Sec. of State, Albany, N.Y.	1 Apr	12:00 (noon) day before E	NEW YORK
NORTH CAROLINA	YES	YES	31 May—F, S, & L; 28 June—Run-off	4 Nov—F, S, & L; CA	FPCA	Any time to C Board of Registration	60 days before E	Day of E	NORTH CAROLINA
NORTH DAKOTA	YES	YES	24 June—F & S	4 Nov—F & S	FPCA	Any time to C Auditor	21 days before E	20 days after E	NORTH DAKOTA
OHIO	YES	YES	6 May—F, S, & L; & Con. Del.	4 Nov—F, S, & L; CA	FPCA	1 Jan to C Board of Elections	60 days before E	12:00 (noon) day of E	OHIO
OKLAHOMA	YES	YES	1 July—F, S, & L; 22 July—Run-off	4 Nov—F, S, & L; RQ	FPCA	Any time to Sec. of State, Okla. City, Okla.	30 days before E	7:00 P. M. day of E	OKLAHOMA
OREGON	YES	YES	16 May—F, S, & L; Pres. Pref.	4 Nov—F, S, & L; RQ	FPCA	60 days before E to C Clerk	60 days before E	5 days before day of E	OREGON
PENNSYLVANIA	YES	YES	22 Apr—F & S	4 Nov—F & S	FPCA	Any time not later than 26 days before E	26 days before E	10:00 A. M. 2 May—Primary 10:00 A. M. 14 Nov—General	PENNSYLVANIA
RHODE ISLAND	NO	YES	15 Sept—(Rep) F & S 21 Sept—(Dem) F & S	4 Nov—F & S	FPCA	Any time to Sec. of State, Providence, R.I.	15 Oct	4 Dec	RHODE ISLAND
SOUTH CAROLINA	NO	NO	8 July—F & L 22 July—Run-off	4 Nov—F & L	NO ABSENTEE VOTING PERMITTED IN THE STATE OF SOUTH CAROLINA BY ANYONE				SOUTH CAROLINA
SOUTH DAKOTA	YES	YES	3 June—F, S, & L Con. Del.	4 Nov—F, S, & L; CA	FPCA	70 days before E to C Auditor	70 days before E	Day of E	SOUTH DAKOTA
TENNESSEE	YES	YES	7 Aug—F, S, & L	4 Nov—F, S, & L	FPCA	90 days before E to Commissioner of E	In time to vote and return ballot	Day of E	TENNESSEE
TEXAS	YES	YES	26 July—F, S, & L 23 Aug—Run-off	4 Nov—F, S, & L	FPCA	20 days before E to C Clerk	20 days before E	1:00 P. M. day of E	TEXAS
UTAH	YES	YES	9 Sept—F, S, & L	4 Nov—F, S, & L	Letter	30 days before E to C Clerk	30 days before E	6:00 P. M. day of E	UTAH
VERMONT	YES	YES	9 Sept—F, S, & L	4 Mar—T officers 4 Nov—F, S, & L	FPCA	Any time before E to Town Clerk	30 days before E	Day of E	VERMONT
VIRGINIA	YES	YES	1 Apr—Municipal 15 July—F & S 19 Aug—Run-off Prim.	10 June—Municipal 4 Nov—F & S	FPCA	90 days before E to Registrar of P	Upon receipt of request	Day of E	VIRGINIA
WASHINGTON	YES	YES	9 Sept—F & S	4 Nov—F & S	FPCA	1 July 22 to Sec of State, Olympia, Wash.	25 days before E	10 days after E	WASHINGTON
WEST VIRGINIA	YES	YES	13 May—F, S, & L Con. Del.	4 Nov—F, S, & L	FPCA	Any time up to 10 days before E to Clerk of Circuit Court	10 weeks before E	Day before E	WEST VIRGINIA
WISCONSIN	YES	YES	1 Apr—(Con. E) 9 Sept—F & S	4 Nov—F & S; RQ	FPCA	60 days before E to T Clerk	3 weeks before E	Day of E	WISCONSIN
WYOMING	YES	YES	19 Aug—F & S 13 May—Pres. Pref.	4 Nov—F & S	FPCA	Any time	In time to vote and return ballot	Day of E	WYOMING
ALASKA	NO	NO	29 Apr—Territorial	11 Oct—Territorial	NO ABSENTEE VOTING PERMITTED IN THE TERRITORY OF ALASKA BY ANYONE				ALASKA
HAWAII	NO	NO	4 Oct—Territorial	4 Nov—Territorial	NO ABSENTEE VOTING PERMITTED IN THE TERRITORY OF HAWAII BY ANYONE				HAWAII
PUERTO RICO	NO	NO	- - - - -	4 Nov—Insular	NO ABSENTEE VOTING PERMITTED BY ANYONE FROM THE GOVERNMENT OF PUERTO RICO				PUERTO RICO
VIRGIN ISLANDS	NO	NO	- - - - -	3 Nov—Territorial	NO ABSENTEE VOTING IS PERMITTED IN THE VIRGIN ISLANDS BY ANYONE				VIRGIN ISLANDS
DIST. OF COLUMBIA	- - -	- - -	- - - - -	- - - - -	- - - NO VOTING PRIVILEGES AVAILABLE TO RESIDENTS OF THE DISTRICT OF COLUMBIA				DIST. OF COLUMBIA

AFF	Armed Forces Personnel; includes military personnel of the Army, Navy, Air Force, and Marine Corps. (Also members of the Coast Guard where the State law includes them as part of the Armed Forces.)	Con Del	Convention Delegates	L	Local	RQ	Referendum Question
CA	County or Counties	Ds	Dependents	MM	Merchant Marine Personnel. Generally, those employed for duty other than on the Great Lakes or Inland Waterways.	RV	Registered Voter
CC	Certain Civilians. Those civilians assigned or attached to the Armed Forces who under State law are given absentee voting privileges similar to Armed Forces Personnel.	Dem	Democratic	P	Precinct	S	State
		E	Election	Pres Pref	Presidential Preference	SUR	Supervisor of Registration
		F	Federal	PT	Poll Tax	T	Town
		FPCA	Federal Post Card Application (Form 76)	Rep	Republican	Ts	Township

Marine Air Assault Tactics in Korea

VERTICAL ENVELOPMENT is a new term that you can expect to hear more and more often in discussions of Marine assault operations.

It involves a new experiment in assault tactics—developed by the U.S. Marines—in which part of the leatherneck landing force arrives by air, and it is another demonstration of the close working coordination of the Marine Corps air arm with its ground units.

Last September, giant helicopters lifted a reinforced company of Marine combat troops onto a rugged mountain on Korea's eastern front. This was the first case in history in which 'copters were used to move troops into combat, and—although the Marines landed within sight of Communist held hills—it was achieved without loss of a single man or plane.

Hovering about eight feet above the 3,800-foot mountain top, the helicopters let down knotted ropes, by which the Marines shinnied their way into combat territory. The first Marines to land, carrying guns and axes, cleared 25-foot square landing areas, and in a short time 15 'copters landed to debark the remaining troops and their gear. Moving in relays, the "whirly birds" took an average of 20 seconds to land, unload and take off again, each aircraft making several trips. The entire "landing" was achieved in four hours, about one-twelfth of the minimum



CARRIER BASED Marine pilots of the Devilcat Squadron go into a huddle on board USS *Rendova* (CVE 114).

time it would have required to reach the mountain by foot, and without the casualties that go with ground troop movements.

The value of the helicopter as a transport in amphibious operations remains to be proved, and it is still in the experimental stages. While it has advantages it also has limitations (a factor present in all assault operations), especially in operations where the opposition of enemy air power may be expected.

What are the duties of the Marine Corps' aviation? Briefly, they consist of the following:

- To provide close support to

ground units, including rocketing, bombing, and strafing.

- In amphibious operations, to pound the landing areas just before landing, and to clear the skies of enemy planes over the landing spot.

- To transport troops and supplies to the battle area.

- In battle areas, to keep the skies clear and to prevent enemy reinforcements from arriving.

- To provide aerial reconnaissance over the battle area, behind the enemy lines, and future target points.

Performance of these duties has been developed to a high pitch by Marine aviation, which this year is celebrating its 40th birthday. For the air leathernecks, "life began" at a much earlier age, and has maintained a fast pace. Born in 1912, the entire Marine air arm then consisted of two pilots and a single enlisted man.

Today, operating in aircraft ranging from meteoric jet planes to the helicopters' Marine pilots have been working a round-the-clock schedule in the Korean theater.

Most of the Marine squadrons now operating in Korea are land-based, but Marine pilots are trained to make carrier landings and take-offs, and a couple of squadrons now are operating off carriers in Korean waters. Marine aviation now consists of three Air Wings, two of which are completely equipped and combat ready. In combat in Korea the Marines fly the jet fighters *Panther*,



CASUALTIES arrive by helicopter at an advance hospital. Right: Litter bearers rush patient to the hospital tent.

the propeller-driven *Corsair* of WWII fame, the attack plane *Sky-raider*, and the twin-engine night-fighter, *Tigercat*.

All Marine fliers, in addition to their carrier training, received thorough indoctrination in ground tactics, to aid in the performance of their primary mission, close support.

This air tactic is the result of years of development by the Marine Corps and Navy. The 'leathernecks' technique of close ground support has come in for a good deal of discussion in recent months, so it is appropriate here to describe briefly how it works. (Naval aviation uses the same technique when performing ground support missions.)

An aviator is assigned as a forward air controller to an infantry unit — consequently he knows about the immediate front line problems, as well as aviation problems. He takes his orders from the ground commander who, being at the scene, makes the decisions about what he wants done to help his troops.

The request from the ground commander for specific close-support strikes is relayed to the air command. Reporting on target, the aircraft communicate directly with the air controller, who tells them what targets he wants hit, and verifies the targets for the pilot when they come in on dummy runs. Then, when the movements of the ground troops are synchronized with the close support airmen, the aviator on the ground gives them the signal to come in.

The Marine aircraft specialize in attack of objectives within a few hundred yards of the front lines, and the training of ground and air components as a team facilitates this technique. Army and other UN Troops as well as Marines in the front lines in Korea have high praise for this type of close support.

In Korea, Marine pilots are also performing interdiction missions, that is, attacking supply lines, trains, trucks, and shipping to cut off the enemy's source of material and reinforcements.

For the statistics on the Marine air arm's part in the over-all accomplishments in the Korean theater, see last month's report on naval aviation (ALL HANDS, March 1952, p. 8).

Moving the wounded to hospital facilities in the rear, and providing



HILL 812 marked the first time helicopters had been used to move troops into combat. Above: Battle-ready Marines embark in their copter for the lift.



AT THE FRONT, copter lets down in a square marked off by an advance party. Below: Marines disembark and copter is ready to evacuate wounded.





AIR CONTROLLER and his radioman scan the sky for the plane they have called on for close support.



PLANE APPEARS to blast a hill position while the plane's controller and his radioman watch the result from a safe distance away from the target.

assistance from the air to personnel trapped in fighting areas, are included in the day-to-day jobs of Marine aviation. Here again is where the helicopter comes in handy, and the flying "eggbeaters" have quickly evacuated large numbers of wounded troops to medical aid stations.

This ability to descend from the air into areas where individuals or small groups of troops are hurt or trapped is a potent morale factor. With jet fighters and attack planes flying overhead to keep the skies clear and prevent enemy forces from closing in on the section where a downed pilot or wounded marine is waiting, the 'copter comes in to locate its passenger and carry him off to safety.

One Marine flier, during the thick of Korean operation when the fighting was especially heavy, said, "The kids down there feel that no matter what happens, we will get them out if they get hit."

Marine pilots and their brother airmen in the Navy have a lot in common, and the Marines pride themselves on the fact that they are true air amphibians — at home in the air, ashore and afloat.

In some cases the amphibious duties present minor problems. Here's a sample:

A Marine pilot was bringing a transport helicopter slowly down out of the darkness, to settle on the lighted deck of a hospital ship.

He helped unload two badly



SKIPPER of the *Devilcats*, LtCol Manual Brilliant, USMC, returns to *Rendova* after bailing out at sea.

wounded Marines he had flown in from the front lines. While he watched Navy hospital corpsmen carry the stretchers away, a doctor looked at him with a note of concern.

"You don't look well," remarked the surgeon. "Did you have a rough trip coming over the mountains?"

The Marine captain, his head shaking miserably, muttered: "Gotta get off this ship — I'm getting seasick!"

NIGHT FIGHTERS of VMF-513 prepare to leap on their prey from the black skies over Korea, as pilots and mechanics near F7F *Tigercats* in the dusk.





'Riggerous' Duty

IN THE NAVY, a fighter pilot's parachute is repacked every 30 days whether he has used it or not.

This is to eliminate wrinkles that result from the weight of the pilot sitting on his chute while he's in the air. "Shaking out" the silk or nylon canopy restores its natural springiness.

This exacting and important task is a job for a parachute rigger. Two riggers on board *uss Antietam* (CV 36), Boyd Box, PRAN, USN, and Bill Finnell, SN, USN, of Fighter Squadron 831, here show how it's done—

Top left: Box, at far end, has removed the canopy from its pack as Finnell separates shrouds. Top right: Airing is done by holding the shrouds high and shaking out each section of the canopy. The entire chute is then hung up to dry. After several days, it is taken down, carefully checked and refolded (center). Below right: Shrouds go back in first, followed by canopy. Below left: Pilot chute (in the foreground) follows the canopy into the pack. The pilot chute catches the wind and pulls out the canopy itself during a jump.



SERVICESCOPE

Brief news items about other branches of the armed services.

* * *

SHOOTING AROUND CORNERS with a new-type .45-caliber submachine gun is now possible, according to the Army's Ordnance Arsenal at Detroit, Mich.

The rifle's slug can be deflected as much as 90 degrees and it will pierce an inch-thick pine board at 100 yards. The gun can fire 450 rounds a minute with more accuracy than a straight rifle. Its sights are classified.

This round-about way of hitting a target is accomplished by attaching a curved barrel to the Army's M-3 submachine gun, commonly known as the "grease gun." The curve can be pointed up or down, right or left. It is now ready for mass production.

During World War II a gun using the curved barrel was dropped by the thousands to the French underground. It was specifically designed so that barrels could be interchanged, permitting use of captured German 9-mm. ammunition.

The Army's new gun-barrel is light and costs only \$18 to manufacture. It is developed from common steel, and will last the lifetime of the submachine gun.

The United States and Germany both developed guns with a curved barrel during World War II, but neither were successful. Experts since have developed the curved barrel for the M-3 after tank crews in Korea complained that they had no way of shooting Communists off the top of their tanks. Often the tank men had to request other tank crews to aim their guns at the Reds who crawled on top of their tanks.

* * *

USED AIRCRAFT ENGINE OIL is being re-refined and put back into service at substantial financial savings for the U.S. Air Force. Through a re-refining process, approximately two million gallons of used engine oil was salvaged during the past year.

In addition to saving valuable natural resources, processing of the black, sludgy, used oil drained from aircraft engines has been so successful that the Air Force is planning to expand its program to include the re-refining of used oil drawn from its ground equipment.

THE PACIFIC AIRLIFT, operated by Military Air Transport Service, lifted 23,000 tons of critical material and mail, and more than 68,000 personnel to the Far East in 1951.

On return flights from the Far East, MATS air evacuation planes returned 24,250 medical patients to the United States last year. This figure included more than 17,000 Korean war combat casualties.

MATS, which is under administration of the U.S. Air Force, is also serviced by a quota of Navy aircraft squadrons in the system's worldwide operations.

During the last year, MATS operations over the 100,000 miles of air routes around the world, included the airlifting of 440,000 personnel for a total of one and one-quarter billion passenger miles.

On the Pacific airlift three strategic air routes were used by MATS, RACF, and civilian contract aircraft to operate more than 5,800 flights over the longest aerial supply routes in the history of world aviation.

* * *

ATOMIC FIELD ARTILLERY "in the not too distant future" is predicted by the Army. While it will not necessarily revolutionize ground warfare, the Army said it would greatly enhance the power of the defense.

* * *

"PEA COATS AND RUBBER BOOTS" is a long-time "gag-uniform" for Navymen in a humorous mood. "Plastic jackets and trousers" is a uniform that's shaping up for soldiers. There is no joking about this uniform, however. If tests prove successful this uniform will be a standard item for winter and Arctic combat use.

This two-piece uniform, undergoing tests by the Army Quartermaster Corps, is designed to be worn without underwear. The experimental garments are made of pliable plastic resembling soft rubber and containing millions of microscopic cells.

The cells are excellent insulators which accumulate body heat as a "vapor barrier." The material is impervious to water and makes the soldier buoyant enough to float with a 26-pound pack.



RECOILLESS RIFLE—More accurate and just as damaging as a rocket-type bazooka, this 57mm. gun is one of a new 'family' adopted by the Army. Infantryman can fire the potent weapon from the shoulder (left) or fixed position.



AGGRESSOR FORCE—In Austria, U.S. mountain troops and French muleskinners form a tough 'enemy' for allied forces to lick. Left: Bazooka team aims its gun at the camera. Right: Infantryman takes a bead on his target.

WORKING CONDITIONS IN SUB-ZERO weather—and how to improve them—are being studied by Air Force scientists conducting research in the Deep South.

At the Air Force School of Aviation Medicine, AFB Gunter, Ala., actual sub-zero weather conditions are being manufactured for tests to determine a man's cold weather endurance and working ability in sub-zero temperatures.

A volunteer group of airmen from basic training at Lackland AFB, Texas, is trying out a new series of tests for Arctic craftsmanship. Dressed in the same warm gloves and winter clothing that Air Force personnel wear in such icy spots as Alaska, they do tasks with their hands in a laboratory room where the temperature is down to a numbing 50° below zero.

The studies may lead to recommendations for adoption of improved clothing for mechanics working in far northern regions. The tests may also be valuable in selecting candidates for Arctic duty, by revealing the temperament and physique required.

* * *

A NEW .30-CALIBER RIFLE may become the successor to the standard M-1 Garand now used as the infantryman's basic weapon by all U.S. forces.

The rifle, which resembles the Garand in appearance, was put to tests at Aberdeen, Md., Proving Grounds. It weighs only eight pounds compared to the Garand's 9½ pounds. A shorter cartridge and a capacity of 20 bullets to a clip is used while the M-1 Garand has eight to the clip. It also has the same striking force and velocity as the Garand.

The Army announced that the new rifle meets the long-range objective of a rifle which is lighter than the M-1 and capable of full automatic fire, unlike the M-1. At the same time the new rifle has accuracy and firing power equal to the M-1 semi-automatic rifle.

Semi-automatic firing means that the trigger must be pulled to fire each cartridge. With the new automatic rifle, the slugs are fired in machine-gun fashion as long as the trigger is compressed and the clip has bullets in it. The weapon, yet unnamed, can shoot 700 rounds of ammunition per minute automatically.

A LARGER AND POWERFUL JEEP which can travel under water as well as on land, over desert sands or Arctic ice will go into production early this year, according to Army ordnance officials.

Snorkel tubes for air intake and snorter tubes for exhaust will enable it to submerge and travel in salt or fresh water. Jeeps were used in water during World War II, but hours were required to waterproof them. Now the driver puts on the snorkel and snorter tubes, waterproofs the battery terminals, pulls a lever on the dash to close the oil breather, and the vehicle is ready for use in water in a matter of minutes.

The new model will be powered by a 72-h.p. F-head engine which replaces the present small 60-h.p. L-head engine. The jeep's body is longer by five inches with the body width increased two inches and driver's seat moved back for more operating room. For driver-comfort softer plastic seats replace the hard canvas-covered pads. A better fender guard keeps mud from splashing on the windshield.



DEEP BREATHING JEEP that can travel underwater has been perfected and ordered into production by the Army.

Navy Food: 'Lobscowse' to 'Turkey Log'

ASK A SAILOR what his favorite "call" is, day in and day out, and the answer is likely to be "Mess call, of course."

Through the years, the Navy has realized that a happy ship is one that is known as a "home and a feeder."

Approximately 134.4 million rations (that is, all three meals of the day) were issued in the Navy general mess during fiscal year 1951. Lots of effort—based on years of experience coupled with modern scientific knowledge—went into the planning and preparation of these meals.

As early as 1794, Congress provided for the daily subsistence of Navymen. Here's the bill of fare, as prescribed by law, at that time:

- Sunday—one pound of bread, one pound and a half of beef, a half pint of rice.
- Monday—one pound of bread, one pound of pork, half a pint of peas and four ounces of cheese.
- Tuesday—one pound of bread, one pound and a half of beef and one pound of potatoes or turnips and pudding.
- Wednesday—one pound of bread, two ounces of butter or, in lieu thereof, six ounces of molasses, four ounces of cheese and a half pint of rice.
- Thursday—one pound of bread, one pound of pork, and a half a pint of peas or beans.
- Friday—one pound of bread,



SAILOR OF TODAY gets a well-rounded ration, probably wouldn't even recognize old standby salt pork.

one pound of salt fish, two ounces of butter or one gill of oil and one pound of potatoes.

- Saturday—one pound of bread, one pound of pork, half a pint of peas or beans and four ounces of cheese.

Congress also provided that "there shall also be allowed one half pint of distilled spirits per day or, in lieu thereof, one quart of beer per day, to each ration."

The Navy ration has undergone

many changes for the better since that ancient bill of fare was prepared. The most recent—and probably the most important—step toward the overall improvement of Navy food was the Navy Ration Act of 1933. This law, like the one in 1794, spells out the number of ounces of each class of food. Within the scope of the law, however, it is possible to supply the crew—which is made up of a large percentage of young, growing men—with not only a nutritionally adequate diet but also a varied diet which serves as an important morale builder.

Feeding Navymen in all parts of the world and all kinds of climates presents problems. For example, all types of food deteriorate. Since food used afloat or at overseas stations has to be stored longer and handled more times than food consumed at stateside activities, special attention must be paid to transportation and storage. The advent of mechanical refrigeration around the time of World War I, proved a major factor in lessening food deterioration.

From 1930 to 1940 there was a period of intensive scientific research in both food products and equipment for the preparation of food. Many new developments were put into immediate use during World War II.

Better ways to prepare food for lengthy periods of storage and yet



'OVEN ENGINEER' eyes the evidence of his handiwork. Right: A cook stirs a copperful of steaming hot soup.



retain the natural "goodness"—from the standpoint of both nutrition and flavor—have added many new items to the sailor's menu.

Among these new-type foods are:

- Frozen fruits, vegetables and meats
- Frozen concentrated fruit juices
- Dehydrated foods, including eggs
- Prefabricated meats (with bone removed)
- Canned sterilized meat and milk
- Prepared baking mixes (cake, bread, rolls)
- Improved emergency survival rations (e.g. arctic and tropic).

Not so long ago, a concentrated, vacuum-processed milk, packaged in fluid form, was added to the list of Navy food items.

Now a revolutionary "turkey log" is being tested extensively. The "log" consists of boned turkey, both white and dark meat, compressed and frozen into nine-pound foil-covered logs. Turkey logs require 75 percent less storage space than ordinary turkeys. They are easy to prepare, needing less time and oven space, and are easy to serve.

To keep officers and men well-supplied with food, the Navy utilizes two major supply centers and several supply depots. The largest center is at NSC Oakland, Calif., where about 30 percent of the staple provisions and more than one third of all perishable foods in the Navy's market basket are handled. The major east coast supply activity is located at Norfolk, Va.

At Oakland, Norfolk and certain other supply activities you will find mammoth cold storage divisions and "chill rooms" used to store all foods which do not have to be frozen. Navy inspectors and Department of Agriculture inspectors are always on hand, checking to insure that all food is top-quality in top condition.

Before leaving port, a ship is usually loaded to capacity with canned goods, flour, breakfast cereals, coffee, tea, sugar, frozen meats, dairy products, fruits and vegetables.

Refrigerator ships carry additional supplies to distant points. Thirteen refrigerator ships—nine of them Navy and four chartered by MSTC—carry provisions each month from Oakland to all Navy activities in the Pacific and Far East (except for Japan, which is supplied by the Army).

On most ships and stations, Navy-



MEAL TIME on board USS *Missouri* (BB 63) means a hearty repast after a day's work. Men are reminded to 'take all you want, but eat all you take.'

men eat in one or more large mess halls, cafeteria style, where the equipment keeps the food hot or cold, as necessary, until it is served. In earlier years, each department had its own individual mess and there was a wide variance in the food service.

Equipment used in galleys, bakery and butcher shops is far superior to the type used 20 years ago. Electric and gas ranges have replaced the old coal and oil ranges. Other electrical equipment is used throughout most of the galleys. Mechanical dishwashers have also come into their own.

Top quality food and modern equipment are only two of the many factors involved in providing first-rate meals, however. Cooks, bakers and butchers must be adequately trained for their tasks. Tested recipes are essential when preparing food in

large quantities. And, at all times, basic rules of nutrition must be followed so that bluejackets will get the proper foods in the proper amounts.

Way back in 1898, the Navy published its first cook book. Since then there have been several revisions, the latest occurring in 1945. Recipes, like old gear, become outmoded. New foods require new recipes.

The Navy cook book is now being replaced by the Navy Recipe Card Service system—the most modern method yet developed for keeping recipes current.

Individual recipe cards, size 5 x 8 inches, printed on washable "resistol" stock, are being prepared in six increments. Five of these increments have been distributed and are now in use at Navy installations. The service, to be completed early this year,



WHAT THE OOD SEES—Such bills of fare make this part of his job easy.

Navy Food is Good — Wholesome and Tasty

Here are sample menus, taken from an actual bill of fare, for a mid-week day's ration:

Breakfast

Chilled fresh oranges
Assorted dry cereals, fresh milk, sugar
Two sunny-side eggs
Hot wheat cakes, syrup
Fried canned ham
Iced pineapple twist
Toast, butter, jam, coffee

Dinner

Cream of tomato soup, Crax
Oven roast of beef, au jus; catsup
French fried potatoes
Scalloped Corn
Steamed, fresh-frozen Brussels sprouts
Sliced dill pickles
Combination salad, mayonnaise dressing
French apple pie, sliced cheese
Fresh milk, bread, butter, coffee

Supper

Minestrone soup, Crax
Boiled pork loin, prepared mustard, catsup
Baked sweet potatoes
Fried sauerkraut
Buttered green lima beans
Waldorf Salad
Fruit hermits, glazed
Bread, butter, jam
Fresh milk, coffee

As you can see, the Navy has come a long way from the typical "salt junk and hard-tack" fare which was standard for many years among seafaring men. Missing from the above menus is another "delicacy" from the days of windjammers—"lobscovse," potatoes and salt beef hashed together.

will consist of approximately 700 tested recipes.

The recipe card system has several advantages over the old-type cook book. The cards are easier to handle—cards for several recipes can be distributed over various work areas in the galley; there will be no need to thumb through page after page. The new cards are more durable and can be washed. New recipes may be added, substitutions and revisions made without having to reprint an entire volume.

All recipes have been tested by members of the "Cook Book Task Committee," organized in 1948. The committee is composed of food technologists, home economists and dietitians of leading food processing companies in the United States. Members are *not* paid by the Navy and the individual companies concerned furnish laboratories, test kitchens and supplies.

In addition, the Naval Research and Development Facility, Bayonne, N.J., tests all recipes for acceptability in the general mess.

The Navy does not use the Master Menu system employed by other branches of the armed forces. Responsibility for planning menus rests with the commissary officer at each activity.

A "bill of fare" is planned on a weekly basis, subject to the approval of the commanding officer. On some ships and stations, the bill of fare is planned by a "menu board" composed of key commissary personnel. Employment of a "menu board" not only permits use of the special "know-how" of several individuals but provides for the efficient use of locally procured and seasonal items. Cooperative planning at the local level also permits menus to be tailored to the food tastes of the crew.

Fundamentals of nutrition must be observed. In addition, individual menu-planning must be done in the light of existing equipment and facilities.

Navy menus of today meet all basic requirements—from the standpoint of calories, proteins, minerals and vitamins—set forth by the Food and Nutrition Board of the National Research Council.

Navy cooks are pretty good, too. Years ago, there was an unwritten "rule" that to become a "cook," a sailor had to lose an eye or a leg in battle. Two good arms, apparently,

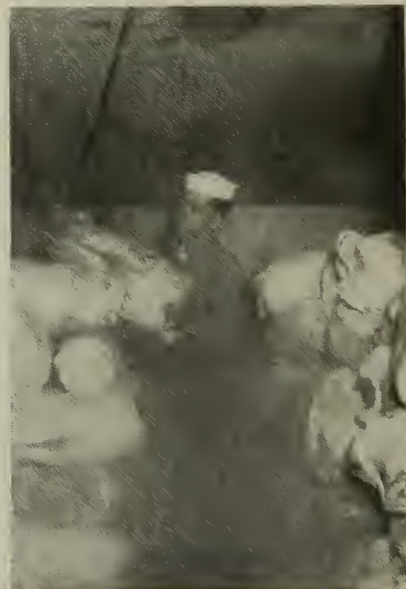


NOT A DAGWOOD but a stack of sandwiches for men during an alert is carried by a carrier crewman.

were all that was expected. Whether or not the man could cook was of little importance.

Cooks in the 17th century were regarded as pretty unscrupulous characters. Many stooped to accepting bribes for issuing "double rations." Sailors would eagerly do "cookie" a favor, expecting a generous return of the compliment.

Nowadays, cooks have usually been through an up-to-date cook and baker school. They are taught to



COLD STORAGE lockers like this one keep the food fresh until it is time to prepare it for a meal.

cook in large quantities and yet keep the food flavor on a high level. Navy cooks of today take pride in their culinary accomplishments.

Refrigeration, modern equipment and utensils, together with improved ways of processing and distributing foods of all kinds have made the life of "cookie" much easier, and the food of the sailor much better. With top quality, quantity and variety a blue-jacket doesn't have to bribe "cookie" for extras. The American Navyman knows he's a member of the best fed Navy in the world.

Plastic Pipe Makes Debut

After an eight-months' sea test on board *uss Robert F. Keller* (DE 419), the Navy plans to install plastic piping in two minesweepers now being built, saving about two tons of critical copper and nickel in each ship.

In addition to its advantages as a substitute for critical metals, plastic piping is resistant to shock and does not corrode from salt water. Installation costs will be considerably less with plastic, once quantity production has begun. The cost of two-inch plastic pipe of one-eighth inch thickness is expected to be about 70 cents a foot. Similar size copper-nickel pipe costs about \$1.55 a foot and stainless steel pipe costs about \$2.25 a foot. Black steel pipe which corrodes when used for sea water piping costs about 55 cents a foot and is not used except in times of serious material shortages.

Tests, conducted by Bureau of Ships on board *Keller* have indicated that for many purposes plastics outlast metal and maintenance costs should also be less. Several plastic pipes were installed above the boiler drum where temperatures reached 180°. After eight months, the pipes had not been affected by the heat.

The destroyer escort testing the new material reported that during a storm, in which the pipe was subjected to severe stress and strain from vibration, the plastic pipe was not visibly damaged. Several metallic pipes, however, gave way.

Plastic pipes are made of fibrous glass cloth bonded together and reinforcing synthetic resin. If a break develops, a strip of fiber glass tape is simply wrapped around the damaged section, and the pipe is as good as new.



Leyte Liberty

Duty in the Mediterranean offers a bluejacket a free ticket to some of the most interesting spots in Europe. For example, Italy.

Here's how men from *uss Leyte* (CV 32) spent their liberties at several Italian ports-of-call.

In pictures — two *Leyte* shore patrolmen (above), D. George, YN1 (at left) and F. Mead, AOC (right) pass the time of day with two uniformed members of the Italian Garibaldi in Milan. Center: Fred MacDonald, HN1 (left) and William Duane, HN3, snap shots of the historic old Colosseum in Rome. Below: The boys hit "souvenir row" in Augusta, Sicily.



LETTERS TO THE EDITOR

16th Naval District Abolished

SIR: In your article about naval districts (ALL HANDS, January 1952, pp. 31-34) you explained what happened to the 2nd and 7th naval districts. However, you didn't explain what happened to the 16th NavDist. What is the story on her ending?—D.C., YN2, USN.

• Plenty happened to the 16th NavDist—the old “Philippine Islands” district.

In late 1941 and early 1942 this district served as a battleground for warring Japanese and American forces. After the capture of the American forces in May 1942, the Navy, of course, had nothing to say about the administration of this Japanese-occupied area. This district, along with the Philippine Sea Frontier, existed only as a paper organization.

During the recapture of the Islands (1944-45), the Philippine Sea Frontier was reestablished, but the 16th NavDist was not. The district was officially abolished on 4 July 1946 by a SecNav letter.—ED.

Middies in Combat

SIR: Going through back copies of ALL HANDS, I noticed an article entitled “1st Middy in Combat in 50 Years Flies Sortie” (November 1950, p. 55).

True, it may have been the first combat flight made by a midshipman, but I take exception to the “1st in Combat” statement. Why? Because in 1942 on the morning of 8 August, three other midshipmen and I watched the predawn bombardment of the Solomons from the decks of two transports.

This all came about when the Navy started to take over various type ships of the Merchant Marine and convert them to AKAs and APAs for use by the Navy's new amphibious force. On board those ships before, during and after the

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

transfer, were cadets of the U.S. Maritime Commission Cadet Corps. These ships were our floating classrooms.

When the ships to which we were attached were taken over by the Navy we were sent to Fort Schuyler, N.Y., for training in Naval Science and then returned to the ships as Midshipmen, Merchant Marine Reserve. We were USNRs on active duty. I was attached to USS Hunter Liggett (AP 27). In mid-1941, along with another midshipman, I reported on board this transport for duty in the engineering department.

By rather strange circumstances and because the mail (with our detach orders) was slow in reaching us in the South Pacific, we remained on board Hunter Liggett. We took part in the initial landings at Guadalcanal and Tulagi. There were two other Merchant Marine Reserve midshipmen in the area. They were attached to USS George F. Elliott (AP 13) another transport taking part in the landing.

Their transport was hit by a flaming torpedo plane and later went down. These two midshipmen were taken on board a small coastal transport which headed south. Between Espiritu Santo and Guadalcanal the coastal transport was sunk by a Japanese submarine and they spent two weeks adrift in an open lifeboat.

So with a “Well done” to the flying middy, we say welcome to the band of midshipmen who have fought battles of our country since the founding of the Navy.—John J. Hagerty, LT, USNR.

• Other midshipmen you might add to your list of those who took part in combat include a midshipman who served with Patrol Squadron Six. This outfit went into combat early in the Korean War. See ALL HANDS, February 1952, p. 38.

In the earlier days of our country, midshipmen frequently saw combat. The February 1952 book supplement tells of Confederate Navy midshipmen. The July 1951 book supplement mentions combat by USN midshipmen in the Mexican War of 1846.—ED.

Transfer to Fleet Reserve

SIR: A group of us San Diego soon-to-be-Fleet Reservists have been wondering where we can find the latest and most complete information about transferring to the Fleet Reserve.

We realize that during the current international situation Fleet Reservists are retained on active duty for two years. We are interested in knowing how the exact date for making the transfer is determined.—CPO “20-pushers.”

• Instructions regarding the proper procedure to follow in submitting applications for transfer to the Fleet Reserve are contained in two sources which supplement one another. First is the BuPers Manual, Articles C-10319 and C-10322. Second is the January-June (1952) Cumulative Edition of NDBs, BuPers and BuSandA Joint Ltr. 50-448.

The effective date authorized for transfer to the Fleet Reserve is normally the date selected by the man concerned. However, there are instances where the date of transfer is advanced by BuPers due to administrative reasons.

The date upon which a man is actually transferred to the Fleet Reserve is the date his status as a Fleet Reservist begins. As you may already know, the 24 months that men in your category are required to serve on active duty is computed from the date the actual transfer to the Fleet Reserve is effected.—ED.

National Guard Time Counts

SIR: In the February 1952 issue, page 30, a letter to the editor entitled “National Guard Time Counts” states that active service (that is, attendance at drills) in a federally recognized unit of the National Guard of a state is creditable for transfer to the Fleet Reserve.

With three years of National Guard service behind me, that comes as good news. Can you give more information on this subject?—L.M.S., MMC, USN.

• Our statement about National Guard time counting for transfer to the Fleet Reserve was incomplete, only certain types of National Guard service may be credited.*

Our statement should have been qualified to read as follows: “Active service in the National Guard of a state is considered active federal service for the purpose of transfer to the Fleet Reserve if the active service was performed during a period when such state National Guard was activated and mustered into Federal service as an integral part of the U.S. Army.”—ED.

Black Shoe Regulations

SIR: Which is correct for regulation shoes—“Black, plain toe shoes with laces” or “Black, plain toe shoes”?—R.G.P., DN, USN.

• U.S. Navy Uniform Regulations 1947, Article 7-27.1, states the following:

“Shoes.—Black shoes, high or low, shall be of leather, laced and of blucher style, with plain toes, and without stitching.”—ED.

Why Starboard-Side Islands

Sir: When our destroyer USS *Floyd B. Parks* (DD 884) was engaged in Task Force 77 carrier operations, a heated discussion arose about carrier construction which we hope you can clarify. It revolved around the question "Why are the islands of aircraft carriers located on the starboard side?"—A.M.C., GM2, and M.O.C., GMSA, usn.

• As a pilot will tell you, a single (reciprocating) engine aircraft turns more easily to the left than to the right, especially when you give it the gun. This is because that plane's engine produces a torque which tends to drop the left wing upon a sudden surge of power.

Consequently, when a plane gets a wave-off from the landing signal officer, the pilot can make a faster and easier recovery by turning to the left than by turning to the right.

This being the situation, the placing of the carrier's island on the starboard side allows the pilot a clear area in which to turn off to the left. As a result, carrier doctrine calls for pilots to fly a left hand pattern.

What is more, most airfields ashore have left hand traffic patterns and were established that way prior to carrier aviation. Single seated aircraft have the engine controls on the left hand side of the cockpit, making this type of aircraft somewhat easier to use in a left hand turn than in a right hand turn.

While your ship performed plane guard duties, you probably noticed that the carrier steamed with the wind five to ten degrees on her port bow. This was done in order that turbulent air behind the island structure would pass harmlessly off the starboard quarter instead of in the approach path of the aircraft.—Ed.

Assignment to Class A School

Sir: I want to request assignment to the Electronics Technician Class A School.

I have been in the Navy six months and at my permanent duty station—in the Pacific—for two months. The rotation at my station is 18 months.

How long must I serve at my permanent duty station before I can request assignment to this school?

Is there a fleet quota for this school?—C.E.A., SA., usn.

• BuPers does not require a minimum period of service on a ship or station in order to be eligible to attend a Class A naval school.

ComServPac administers the fleet quota for the Naval School, Electronics Technicians, Class A, which would apply in your case. Requests should be



AVIATOR'S WINGS — Earn them once, you can always wear them, unless revoked.

Wearing Aviator Wings

Sir: I was commissioned ensign AV(N), usnr, in 1943. Later I was qualified as patrol plane commander. For combat actions, I was awarded the DFC and three Air Medals. I was released to inactive duty in November 1945 and have not been ordered to duty involving flying since that time. Since 1949 I have been on active duty as lieutenant junior grade CEC, usn. Am I entitled to continue to wear my Navy aviator's wings?—W.F.R., LTJG, CEC, usn.

• You earned your Navy wings by meeting certain prescribed standards and requirements. You do not forfeit the right to wear your wings by virtue of not being ordered to duty involving flying. Once you have earned your Navy wings, you do not lose the right to wear them unless they have been specifically revoked.—Ed.

submitted via the chain of command.

Personnel in the Atlantic Fleet desiring assignment to this school should forward requests to ComServLant. Personnel in the states should submit applications to chief of Naval Personnel.—Ed.

Korean Service Medal

Sir: In a letter to the editor (January 1952, p. 22) you stated that "service in Japan only" does not entitle a person to the Korean Service Medal.

Although a person cannot earn both the Korean Service Medal and the Navy Occupation Service Medal for the same period of duty in Japan or Korea, I believe that he can wear the Korean Service Medal for duty performed only in Japan.—H.R.P., CAPT, usn.

• When a member of the naval service is attached to—and serving with—certain ships or units stationed in Japan which are designated by Commander U. S. Naval Forces, Far East, as performing duty in support of the Korean operation, he is entitled to the Korean Service Medal. Such service does not entitle him to receive the Navy Occupation Service Medal.

However, service in Japan solely in connection with the occupation forces does not entitle a person to the Korean Service Medal.

A roundup on Far East service ribbons and medals appeared in ALL HANDS, February 1952, pp. 46-48.—Ed.

Navy Expeditionary Medal

Sir: According to regulations, the Navy Expeditionary Medal "will be awarded to the officers and enlisted men in the Navy and Marine Corps who shall have actually landed on foreign territory and engaged in operations against armed opposition or operated under circumstances which, after full consideration, shall be deemed to merit special recognition and for which service no campaign medal has been awarded."

The only personnel entitled to the Expeditionary Medal during World War II were the defenders of Wake Island, for which the Asiatic-Pacific Area campaign medal was also issued.

Why are not members of the Marine Corps, Navy UDTs, Seabees, beach jumpers, etc., who have actually landed on foreign soil and engaged in armed combat with the enemy during World War II, entitled to the Expeditionary Medal?—D. H. S., YN2, usn.

• The Navy Expeditionary Medal is authorized for issuance to personnel of the Navy and Marine Corps who actually land on foreign territory and engage in operations against armed operations for which no other campaign or service medal is authorized.

The Secretary of the Navy made an exception in the case of the Wake Island Detachment because, at that time, the area campaign medals had not been established and the Navy Department had no other means of recognizing their service.

Service in all areas during World War II has been covered by campaign medals, engagement stars and ribbons. There appears to be no necessity now for departure from regulations originally established for the Navy Expeditionary Medal.—Ed.



Pay for Unused Leave

Sir: I am a Fleet Reservist reordered to active duty for two years. In this period I will have earned 60 days' leave. My question is: If I do not take leave will I be entitled to pay for unused leave?—S.R.S., MMLC, usfr.

• Members of the Fleet Reserve released to inactive duty are entitled to a lump sum payment for unused leave at the time of such release. Such leave for which payment is made is not service for pay purposes.—Ed.



Is there a fleet quota for this school?—C.E.A., SA., usn.

• BuPers does not require a minimum period of service on a ship or station in order to be eligible to attend a Class A naval school.

ComServPac administers the fleet quota for the Naval School, Electronics Technicians, Class A, which would apply in your case. Requests should be

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *ComNavNav Flag* and *uss Catoctin* (AGC 5)—Radiomen of the CR Division and members of *ComNavNav Flag* communications personnel and ship's company of *uss Catoctin* will hold the sixth reunion at Bruce McNitt's farm, Lewistown, Pa., from 30 August through 1 Sept 1952. Information may be obtained from Reunion Secretary Ernest A. Pullen, Neck Road, R.D. No. 2, Burlington, N.J.

• *USS Ludlow* (DD 438): — Reunion of all former members of ship's company will be held 1, 2 and 3 August in New York City. Interested persons should contact Cal Custy, 56 N. Pearl St., Meriden, Conn.

• *LCI Flotilla 2* (18): — Officers and men of *LCI Flotilla 2* (later designated *Flotilla 18*) will hold a reunion in Pittsburgh, Pa., 22, 23 and 24 August. For information contact E. W. Wilson, 343 Fourth Ave., Pittsburgh 22, Pa.

• *52nd Seabees*: — The fifth annual reunion of the 52nd Seabees will be held at Jung Hotel, New Orleans, La., 1, 2 and 3 August. For details write John J. Haeuser, secretary, 1922 Alvar St., New Orleans, La.

• *USS Bryant* (DD 665): — All members interested in a reunion to be held in the late spring or summer, with time and place to be decided, contact Henry W. Isleib, 10 Maxwell Court, Maine Ave., Syracuse 7, N. Y.

• *VP 101* (VPB 29): — Former members interested in a reunion with time and place to be decided, may contact Geoffrey E. Cooper, care of Ornell Eriksen, Oswego, Ill.

• *PT Officers*: — A reunion is being planned in April for commissioned officers who served on motor torpedo boats during World War II. For information write to Peter Tare Inc., Box 239, Madison Square Station, New York 10, N. Y.

• *USS Arkansas* (BB 33): — All ex-Arky men interested in attending the second annual reunion scheduled for next summer, with time and place to be decided, contact Sal LoPinto, 201 Foster Ave., Brooklyn, N. Y.

• *Navy Nurses*: — A reunion of Navy Nurses and former members of the Nurse Corps is scheduled to be held at the American Nurses Assn., convention in Atlantic City,

N. J., in June. Those interested should contact Lieutenant June Arnold (NC), USN, Office of Naval Officer Procurement, Blackburn Bldg., 13 South 13th St., Philadelphia 7, Pa.

• *Patrol Bomber Squadrons VPB-34, VPB-52*: A "Black Cattars' Reunion" is planned to be held in Chicago, Ill., this year around Labor Day weekend. Former members of VPB squadrons 34 and 52 are sponsoring the reunion and invite former members of VPB-11, VPB-33 and VPB-101 who served in the southwest Pacific with VPB-34 and VPB-52. Interested persons may contact Lieutenant Thomas L. Burbee, Jr., USNR, 3213 N. E. Union Ave., Portland 12, Ore. for details.

• *uss Starr* (AKA 67): Second annual reunion of former ship's company will be held 8, 9 and 10 July 1952 at Sandusky, Ohio. For information write to C. L. Johnson, 2001 S. Fruitridge Ave., Terre Haute, Ind.

• *uss Wasp* (CV 18): Former officer and enlisted personnel interested in attending a reunion, time and place to be decided, are urged to write to Chaplain James S. Ferris, USN, NAS Anacostia, D. C.

• *Fifth Marine Division Association*: Association members and former personnel of the "Spearhead" Divisions are invited to attend the third annual convention to be held 27, 28 and 29 June 1952 at the Palmer House, Chicago, Ill. This year's convention extends an invitation to members' wives to attend. For further information address Elliott R. Detchon, Jr., Dancer-Fitzgerald-Sample, Inc., 221 N. LaSalle St., Chicago 1, Ill.

• *uss Leviathan Veterans Association*: Annual reunion dinner will be held 26 April 1952 at Dunhill Restaurant, 40th St., at Broadway, New York, N. Y. Also, Memorial Day services will be conducted by association members at the Soldiers and Sailors Monument, 30 May 1952. All shipmates may contact Frank A. Wiseman, 126 West 82nd St., New York, N. Y.

• *91st Bn. Seabees*: Fourth annual reunion will be held 31 May and 1 June 1952 at Hotel Anderson, Anderson, Ind. For details contact N. P. Sercombe, 514 N. Milwaukee St., Jackson, Mich.

• *USS Fowler* (DE 222): All ship's company who served from 1943 to 1947 are invited to a reunion at time and place to be decided. Persons interested may contact John Stettler, 7 West 2nd St., Pottstown, Pa.

Change From Line To CEC

Sm: I would appreciate some information on the subject of transferring from the Line to the Civil Engineer Corps.—J.S.N., ENS, USN.

• *Transfers from the Line, USN, to the Civil Engineer Corps, USN, may be made by those Line officers who are selected for the civil engineering qualification course of postgraduate instruction. Requirements and procedures for officers selected for the class convening in 1952 were outlined in BuPers Circ. Ltr 68-51 (NDB, January-June 1951).*

Transfers from the Line, USNR, to the Civil Engineer Corps, USNR, are made in accordance with Naval Reserve Multiple Address Letter No. 26-47 (corrected 31 Dec 1948).—Ed.

Ships Under Fire

SR: When it comes to the number of times a ship has been under fire from Communist shore batteries, we believe that our ship has almost doubled the number claimed by *uss Frank E. Evans* (DD 754) in ALL HANDS (November 1951, p. 26).

Our minesweep, *uss Redstart* (AM 378), by your definition of "under fire," has qualified 20 times. We don't claim the record. We believe that at least one-fourth of the Mine Squadron Three ships in the Korean operating areas have been taken under fire more often than *Redstart*.

In one case a shell took a pair of dungarees off the topside clothesline. Another time shell fragment clipped a tuft of hair from the back of our yeoman's neck. Do these qualify as being under fire?—The Crew.

• *With shells whizzing by that close, the two instances you give certainly sound as though shore batteries had Redstart in their sights. They would be clear cases of "under fire" and counted accordingly.*

Here is the definition ALL HANDS printed last November:

"The fact that the ship was under fire must be confirmed by the ship's log. Generally, if a ship has been 'bracketed' by enemy fire—that is, if the enemy has lobbed over shells to determine the correct range—the ship can be said to have been 'under fire,' even though it did not sustain a hit.

"If the operating force, to which a particular ship belongs, is 'under fire' as a whole but certain ships of that operating force are obviously out of range and in no danger of being hit, then ships would not be considered 'under fire.'

"Likewise, a ship near another ship that has been 'bracketed' would not be considered 'under fire' just because a few shells aimed at the 'bracketed' ship land near by."—Ed.

Counting Minority Cruise

SIR: Does a minority enlistment count as four years' service in computing a total of 20 years' active duty?—J.F.L., MEC, USN.

• Yes, in the event an individual desires transfer to the Fleet Reserve Class F-4-C or F-4-D, and elects his retainer pay computed by the fractional method. The completed minority enlistment will then count as four years' naval service. However, if the individual desires transfer to the Fleet Reserve Class F-4-C, F-4-D, or F-6, and elects his retainer pay computed by the percentage method, then only the actual day-for-day active service can be counted as active Federal service.—ED.

Machine Accountants School

SIR: I am a seaman assigned to a destroyer in the Atlantic and I would like information on how to become a machine accountant. As a civilian I worked in a bank and operated IBMs proof and key punch machines, and held the position of bookkeeper and used cash register bookkeeping machines and various types of calculating machines.

How can I obtain enrollment in the Navy's school for machine accountants? Is there any way to strike for the MA rating without attending school?—R.L.D., SN, USN.

• Enrollment in the Naval School, Machine Accountants, Class C-1, which convenes every 10 weeks for a period of 10 weeks at Naval School, Electronics, Naval Station, Treasure Island, Calif.,

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order.

• USS Antietam (CV 36)—A new idea in ship's cruise books has been introduced by the editors of The Flying "A" souvenir book. With each book, purchasers will receive a special phonograph recording of "This Is the Captain Speaking," and the ship's band playing the Antietam's Song, especially written for the ship. Orders for the leatherette bound volume of 150 pages and more than 1,000 photos are being received by Commander M. J. Brandt, DC, USN, Chairman Recreation Council, USS Antietam (CV 36), Care Fleet Post Office, San Francisco, Calif. The book will cost \$4.00. Money orders should be made payable to Cruise Book Treasurer, USS Antietam.

is restricted to MA2 and above who are presently on duty with personnel machine accounting installations and tabulating machine units.

At present, a certain number of graduates of the Naval School, Personnel Men, Class A, are assigned the MA designator. Completion of the PN(A) school is not required for advancement to MA3.

Request for quota to the PN(A) school or for assignment to an activity requiring the services of an MA striker should be addressed to the appropriate Service Force Commander.—ED.

Striking for Draftsman

SIR: I just found out that the Navy has the rating of draftsman in its rating structure. In high school I studied machine drafting for three years. How would I go about striking for this rating?—D. A. W., FN, USN.

• To become eligible for advancement to DM3 your rate must first be changed from FN to SN.

You may submit a request for transfer to an activity requiring the services of a draftsman (with a view toward qualifying for advancement to DM3). Such a request may be submitted to your administrative commander via your commanding officer and should include full information concerning your training and experience.—ED.

On Commendation Ribbon

SIR: During the invasion of Sicily and Italy, a letter of commendation was given by an American admiral to all hands serving at our base in North Africa. Under these conditions would I be authorized to wear a Commendation Ribbon?—C.J.V., TEMC, USNR.

• Your letter did not state specifically whether the letter of commendation was awarded to the men on the base as a group or to individuals.

A letter of commendation awarded jointly to a group does not entitle the recipients to wear the Commendation Ribbon. It is merely filed in the jacket as an official record.

The commendation ribbon is authorized only for individual letters of commendation from the Secretary of the Navy, or from a fleet commander of the rank of vice admiral or above. In the latter case, the authority to wear the ribbon is so stated in the letter.—ED.

Cut or tear on this line and mail to address given on blank

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ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year.

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APRIL 1952

29

Record Roll of a Navy Ship and Other Subjects of General Interest

SIR: To settle an argument on the question of the record roll of a Navy ship, did *uss Williams* (DE 372) ever take a 90-degree roll? What is the greatest roll on record for any Navy ship, and still right herself?

Is there a "Beam Men" organization in the Navy for ships and men that have taken extremely great rolls?

We want to know what is the largest gun ever mounted and fired from a Navy ship, either experimentally or in actual practice.

When *uss Pittsburgh* (CA 72) lost her bow in a Pacific typhoon did she reach stateside stern or bow first? Was she under her own power?

We'd like ALL HANDS to settle these arguments for us.—E.N.B., FC3, USN.

• The Navy Department has no official reports of a record roll for *Williams*, or any other "record roll."

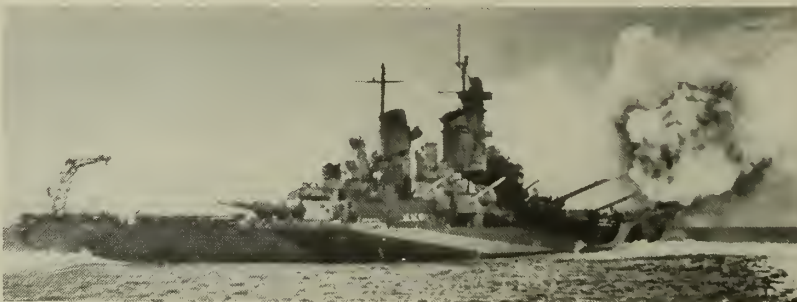
"Record rolls," the Navy Department says, should be discounted since clinometers usually are inaccurate and exaggerate the roll. Further, the excitement and lack of reference planes cause error.

There are occasional reports of naval vessels rolling beyond their design limits. BuShips doesn't say it isn't possible, but BuShips does say it's highly unlikely. The Bureau has several good reasons for questioning the accuracy of such reports.

Reports have been received of a roll of 64-degrees by *uss Wingfield* (DE 194) and 45-degrees for YMS 80. Also, an article in U. S. Naval Institute Proceedings, May 1951, "An extraordinary Roll," by Commander Rodrigues, Portuguese Navy, tells of a 67-degree roll for the 1,600 ton Portuguese destroyer Lima. According to the article, "the author of this report was in command of the ship and in spite of having made



USS PASSAIC (AN 87)—This AN reportedly took 90-degree roll in the Aleutian area.



IOWA Class BB (USS Missouri) fires her 16" 50s largest guns fired by U. S. Navy ships.

every possible enquiry has been unable to establish that in any weather or in any sea a ship of any nationality ever rolled so heavily . . . without capsizing, of course."

The ship's history of *Williams* contains a report of an unusual roll which, for the reasons given above, cannot be verified. She was "trapped in the path of a severe tropical hurricane on the night of 29 Sept 1945. Considerable damage was caused by one huge breaking sea which crashed into starboard side, rolling the ship 80 to 85-degrees to port with loss of one man, severe structural damage to above deck fittings, and minor flooding."

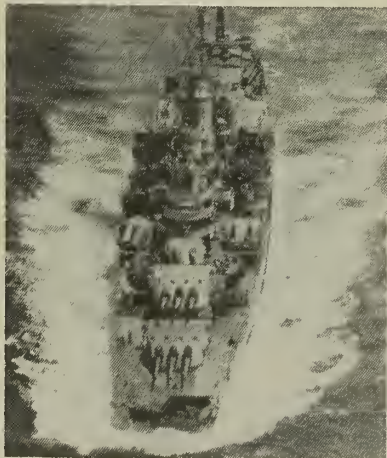
In another case, CO of *uss Passaic* (AN 87) reported to BuShips that while steaming in the Aleutian area the ship took a heavy sea and rolled to port about 90-degrees and that she hung suspended in that unhappy condition about 30 seconds, then righted herself. She had to be towed in.

• If there is a "Beam Men" organization in the Navy we haven't heard of it.

• The 16-inch 50-caliber gun on an Iowa class BB is the largest gun fired from a U.S. Navy ship. An 18-inch gun has been fired at Dahlgren Proving Grounds, but has not been mounted on board ship.

• On 4 June 1945, *Pittsburgh* sailing with Task Group 38.1, according to the ship's history report, was unable to avoid a fully developed typhoon. At

0634 her bow broke off with a clean break. During the ensuing seven hours, the ship was held with the seas on the quarter by means of her engines, while repair parties shored bulkheads. She was able to make three knots en route to Guam for temporary repairs. An eye witness told ALL HANDS she came to Guam stern first. After two weeks' repairs in fitting a false bow, *Pittsburgh* proceeded to Puget Sound Naval Shipyard for permanent repair, refueling en route at Pearl Harbor. See ALL HANDS, December 1951, p. 17, for latest information on *Pittsburgh*.—Ed.



USS PITTSBURGH (CA 72) lost her bow but still reached port under own steam.



USS WILLIAMS (DE 372) took an 80 to 85-degree roll and still righted herself.

Here's What to Do in Case of Emergency

"MAN OVERBOARD!" The word quickly passes from mouth to mouth until it reaches the Officer of the Deck. A sailor leaps over the side, not taking time to shed his shoes. Another sailor heaves a lifebuoy overboard.

Over the squawk box comes the call "Man overboard!" once more. The OD orders the ship's speed reduced and the course changed. At the same time he sounds quarters and orders the life boat lowered. The men move swiftly, surely. When the sailor is hauled on board—minutes or even hours later—he's soaking wet, he's shaken up—but he's safe. Another drowning at sea has been avoided by prompt, efficient teamwork.

Accidents, mishaps, can happen at any time. They can happen to you. Suppose you had been at the scene described above, would you have done the right thing or would you have frozen up?

For your own safety—and that of your shipmates—you should learn a few simple rules for taking care of yourself and others in an emergency.

The first rule to remember applies to yourself: Keep calm. Don't lose your head. If an order is given, obey it quickly.

You should know how to take care of a person who has almost drowned. You should know the first aid rules for treating injuries, burns, shock. On pages 32 and 33, you will learn a new technique for artificial respiration now being adopted by the Navy. Following are some rules for treating various types of injuries, which, however, should not be construed as supplanting or replacing official training programs:

- Quickly examine your patient to determine the extent and type of his injuries. Look for hemorrhages. Bleeding from the nose and ears may indicate a fractured skull. Bloody froth coming from the mouth may mean damaged lungs. Check for wounds, fractures, burns. Note the color of his face. Also note the rate and strength of his pulse. These factors will determine the type of treatment and sort of handling you should give your patient.

- Treat injuries or conditions in the following order:

1. Stop bleeding first. Do this even if the man is not breathing. Artificial respiration won't help him if he's allowed to bleed to death.

Bleeding from the veins is distinguished by a welling-up of dark blood. To control venous bleeding, apply pressure on the side of the wound *away* from the heart. Remove any constricting clothing on the heart side of the wound. Apply a compress over the wound and bandage it snugly. Elevate the bleeding part. Do not, however, elevate a fractured limb as this would aggravate the fracture. If venous bleeding is so severe you cannot control it by these means, then apply finger pressure to one of the pressure points to shut off the arterial flow.

Arterial bleeding is distinguished by spurts of bright red blood. It is best controlled by finger pressure on the proper "pressure point." There are six pressure points to remember:

(Continued on page 34)

How to Rescue a Drowning Person

Now that you're learning a new system of artificial respiration, it would also be a good idea for you to brush up a bit on lifesaving techniques — the proper swimming strokes to use, methods of carrying the victim and the like. Read the chapters on lifesaving and first aid in the *Bluejackets' Manual*, *Red Cross First Aid Manual*, *Hospital Corpsman's Manual* or *Damage Controlman's Manual*.

Rescuing a drowning man can be dangerous business. Here are a few tips for you to remember (but for complete instructions go to the official publications):

- Keep your wits about you. Decide on a plan of action and carry it out. The drowning man will already be in a state of panic. A panicky rescuer won't be of much help.

- If you are on board ship and see a man fall into the sea, sound off "Man Overboard!" so the officer of the deck can have a boat lowered. Throw a life preserver to the man to help him keep afloat until someone can come to his aid. If there is a chance that you can save him by diving in after him, do so. But don't make a suicidal gesture.

- If you decide to try to rescue the man yourself, try to calm him as you approach. Tell him exactly what you plan to do.

- Of the three main approaches—front, rear and underwater—the underwater approach is probably the best because the drowning man won't have a chance to get a grip on you.

- Should the drowning man manage to grab you, however, keep calm. Sink underwater, taking him with you. He'll probably let go as his head goes under. If he doesn't let go, use one of the several standard "breaks" described in lifesaving instructions, but don't strike him.

- Of the various carries, the "hair carry" is considered the easiest. Maneuver yourself behind the victim, grasp his hair and use the sidestroke. The "head carry" and "cross-chest" carry—which also utilize the sidestroke—are good, too.

- If the man has enough self-control to obey orders, try the "tired swimmer's carry." The victim should face you, floating on his back, spread his legs and place both of his hands on your shoulders, keeping his arms stiff, while you swim slightly above him. Since both your arms and legs will be free, you can use the breaststroke to push him through the water.

- If you're bringing the man to shore, it's a good idea to know at least one carry to use in taking him to a safe point inland. The "fireman's carry"—in which you grasp one of the victim's arms and, putting your other arm between his legs, hoist him across your shoulders—is one of the best.

- Once safely ashore or back on board ship, you can begin artificial respiration, if necessary, and treat the victim for shock.

BACK-PRESSURE ARM-LIFT METHOD

TURNING VICTIM OVER

Victims are sometimes found in a face-up position. It is necessary to turn them over before beginning artificial respiration. Here's a good way to do it:



Stand to the side of the victim. Bending slightly, grasp the patient's wrist nearest to you with your hand which is closest to the patient's head. In grasping, the palm of your hand should grip the back (or hairy) side of his wrist. Then reach across the body and grasp the far wrist with your other hand.



Step back, pivoting on the foot nearest the victim's head, and pull the far arm across the body, at the same time pull the near arm up above patient's shoulder.



As the victim's body turns to a semi-prone position, bend the arms and move the victim's face so that the cheek rests on his hands. At this point the operator should be kneeling in front of the victim and ready to begin artificial respiration.

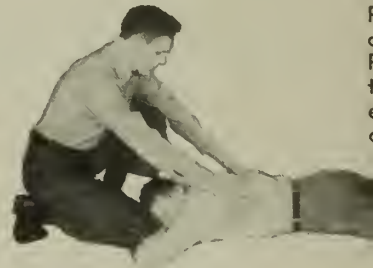
Start treatment immediately. Don't wait for a mechanical resuscitator.

Remove froth, debris and other foreign objects from the patient's mouth when placing him in prone position or between cycles. Pull tongue forward.

There should be a slight inclination of the body, with the head lower than the feet, so that fluids will drain better from the respiratory passage.

The head of the patient should be extended forward, so that the chin will not sag lest obstruction of the respiratory passage occur.

POSITION OF PATIENT—Place the elbows and place the hands one on the cheek upon his hand. Check the respiratory system; pull tongue forward. Use other material to keep him warm and begin artificial respiration to accomplish the



The cycle should be repeated 12 times. Each cycle consists of 12 compression and expansion phases of minimum duration.

MANUAL ARTIFICIAL RESPIRATION

the face down, prone position. Bend his
er. Turn his face to one side, placing
th for foreign objects which might block
sible, cover the patient with blankets or
ock—but do not delay beginning artifi-

OPERATOR—Kneel on either the right
the head of the patient, facing him.
at the side of the patient's head, close
n. Place the opposite foot near the
prefer, you may kneel on both knees—
de of the patient's head.)

IN PHASE—Place your hands upon the
ent's back in such a way that the heels
e just below a line running between the
h the tips of the thumbs just touching,
ers downward and outward. Rock for-
r arms are approximately vertical and
ht of the upper part of your body to
dy, even pressure downward upon the
rces air out of the lungs. Your elbows
straight and the pressure exerted almost
ard on the victim's back.

ANSION PHASE—Release the pres-
a final thrust, and commence to rock
d, completing the expansion phase.
ds upon the patient's arms just above
ou rock back.

EXPANSION PHASE—With your
patient's arms just above his elbows,
arms upward and toward you. Apply
to feel resistance and tension at the
ers. Do not bend your elbows and,
ckward, the patient's arms will be drawn
en drop the arms gently to the ground.
the full cycle. The arm-lift expands
ulling on the chest muscles, arching the
ving the weight on the chest.

te at a steady, uniform rate. The com-
about equal time, the release periods

CHANGING OPERATORS

An important, but sometimes overlooked, technique involved in artificial respiration is that which is used for changing operators. Here's how it's done:



The relief operator kneels on one knee as close to the regular operator as possible. The regular operator continues to work, giving necessary instructions to his relief. Split-second timing is not necessary. It is important, however, that the change-over be effected with a minimum of confusion and loss of rhythm.



The relief operator should go through the motions, along with the regular operator, adjusting his rhythm to that of the regular operator.



At a predetermined time—and after a cycle had been completed—the regular operator falls to one side and the relief operator pivots on one knee and places his hands on the back of the patient before moving forward to apply pressure.

Split-second timing is not essential but a smooth, steady rhythm is necessary.

Continue manual artificial respiration until patient begins to breathe spontaneously or is pronounced dead.

If patient begins to breathe on his own, adjust your timing to assist him. Do not fight the victim's attempts to breathe; synchronize your efforts with his.

Keep patient in reclining position until seen by a doctor or until recovery seems assured.

(Continued from page 31)

- Just in front of the ear, against the skull.
- About an inch forward from the angle of the jaw, where a large branch of the artery crosses the jawbone.
- In the neck, just to the side of the windpipe and against the spinal column.
- Behind the inner end of the collar bone, against the first rib.
- On the inside of the upper arm, halfway between the elbow and shoulder.
- In the groin, where the artery passes over the pelvis bone.

After the bleeding has been brought under control by finger pressure, apply a compress over the wound. Use a tourniquet to take the place of finger pressure, if the wound is in an arm or leg. Always apply the tourniquet between the wound and the heart—above the elbow or above the knee, as the case may be. Tourniquets should be made of flat material at least one inch wide. Never use rope, wire, shoe-string or sash-cord.

2. *Drowning, asphyxiation and electric shock* can cause a stoppage of breathing. After you've stopped the patient's bleeding, administer artificial respiration if the patient is not breathing. (Remember, it's important to keep the patient warm. Place him on a warm blanket, if available, and cover him with a

blanket, applying the artificial respiration through the covering. Don't stop, however, to find a warm covering. Artificial respiration comes first.) Continue artificial respiration until the patient revives or is pronounced dead by a physician. Remember patients have been revived after as much as 30 minutes under water. There are instances where a patient began to breathe after *eight hours of artificial respiration*.

If your patient has suffered an electrical shock and is still in contact with an electrical conductor, shut off the power and remove him. Don't waste time looking for the switch, however. If it isn't handy, pull the victim clear by using a *dry* line, *dry* board, *dry* cloth, rubber gloves, rubber coat or other non-conductor to separate the victim from the wire. Don't try to pull the victim by his clothes—you may wind up in the same predicament he's in. Don't try to pull a "hot" wire away from the victim with your bare hands, and don't try to kick it away.

3. Your third step in first aid is treating for "shock." See accompanying box for pointers to remember.

Finally—

- Call for a medical officer.
- Keep bystanders away from the patient.
- Loosen clothing about the patient's neck, chest and abdomen.
- Keep the patient quiet.
- Do everything possible to make him comfortable.

What to Do for a State of Shock After the Use of Artificial Respiration

A man whose life has been saved by artificial respiration is still not out of danger. Unless properly cared for he may die of shock.

What do we mean when we say someone is in a "state of shock"? What should be done for a person suffering from shock?

People can't "blow a fuse" or "burn out a wire." But when the human nervous system suffers a severe jolt, the result is called "shock." The nerves lose control of the blood vessels, allowing them to relax. Blood will tend to stagnate in the abdomen because of the larger number of blood vessels there. Other parts of the body—such as the brain and heart—are then deprived of their normal blood supply and cannot function properly.

How can you tell if a man is in a state of shock? Here are the usual symptoms:

- Pale face; drooping eyelids; lips, fingernails and ears acquire a bluish tinge; eyes become glassy and get a "vacant stare."
- Cold perspiration appears, especially on forehead and palms of the hands.
- Pulse is rapid and weak; sometimes it can't be felt in the wrist.
- Severe chills—the body becomes cold, teeth chatter, the patient trembles violently.
- Patient loses interest in what is going on, may become restless. Unconsciousness sometimes results.
- Nausea and vomiting are frequent.
- Breathing is irregular—long, deep breath alternate with short, shallow ones.
- Sensibility is lowered; pain is not felt as acutely as when the patient is normal.

Shock may last only a few seconds. It can also prove fatal. Since most serious injuries are followed by shock, you should treat for it as soon as possible.

There are three things to remember when treating shock—*heat, position, and stimulants*, in that order.

Heat—When the blood fails to circulate properly, there is a loss of body heat. Keep your patient warm by placing coats, robes, blankets under and over him. Newspapers placed between the layers of blankets or other covering will add to the warmth.

If possible, apply hot water bottles, hot bricks. Test them by holding them against your elbow or cheek first.

Position—Keep your patient lying down, with his head lower than his feet. The ideal way to accomplish this is to raise the foot of his cot—if one is available—about 18 inches. Elevate his feet and thighs.

Stimulants—In mild cases of shock, stimulants often prove helpful. In more serious cases, their value is doubtful but they are not harmful. Do *not* give alcoholic beverages. Contrary to popular opinion, alcoholic beverages do not act as stimulants. In reality, they are "depressants."

Give the patient one-half to two teaspoonfuls of spirits of ammonia in half of glass of water. Strong, hot coffee or tea may also be used. Even hot water or milk may have a stimulating effect because of their heat.

Never try to give an unconscious man anything to drink—you may cause him to choke. If your patient is unconscious, use smelling salts or try placing a handkerchief or cloth moistened with aromatic spirits of ammonia near his nose.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



LANDING PLATFORM on board USS *Consolation* is latest wrinkle in air evacuation. Here a helicopter lands with wounded ROK marines from Korea.

NATO Navies Work Together

Navies of four NATO nations took part in the latest Mediterranean naval exercise, "Grand Slam," which saw ships and planes ranging over half the length of the world's largest enclosed sea.

The U.S., U.K., France and Italy were the four nations participating in the exercise. Not only did sea-going elements of these nations compete, but land-based air forces as well.

The U.S. was represented by units of the American Sixth Fleet; the U.K. by units of the British Mediterranean and Home Fleets; Italy by the Italian Mediterranean Fleet; and France by the French Mediterranean Fleet.

During a nine-day period in February and March more than 20 different task units operated simultaneously. Ships and aircraft of these units were grouped without regard to nationality. Various combinations of these units were commanded in turn by Italian, French, British and American admirals.

"Grand Slam's" central headquarters was USS *Adirondacks* (AGC 15). Sub-control points were set up at key locations in the Med-area. The

exercise was held to increase the ability of allied NATO naval forces and their air arms to operate together in defense of the area against any possible aggressor.

Airship Modernization

Modernization of the WW II K-type airships will be completed in early 1952.

One of these, a ZP2K, is now assigned to a NARTU squadron at Santa Ana, California. It is fitted with modern radar and electronics equipment for anti-submarine patrol and carries a crew of 10 men.

The envelope volume of the ZP2K airship is 527,000 cubic feet as compared to 875,000 cubic feet for the ZPN—the world's largest blimp.

Cold Weather Maneuvers

In the Davis Strait area of the North Atlantic, where the Labrador current runs its frigid course, MI-COWEX 52 went into action.

Minor cold weather exercise for 1952—the spelled-out name of this Navy exercise—was underway during January and February. Purpose of this three-week operation was to increase combat readiness and familiarize personnel with operations in frigid climatic conditions. The exercise also enabled fleet units to test the latest in cold weather weapons, equipment and foul weather clothing.

Like all exercises and operations, the over-all picture was simple: the *Blacks* opposed the *Blues*. Black force was formed of a U.S. submarine group and a combination of USN and Royal Canadian patrol and bomber aircraft groups.

Blue force was formed of 35 Atlantic Fleet ships of various types. It included carriers, a cruiser, destroyers, cargo ships, fleet oilers and submarines.

The cargo ships, screened by the combatant ships, sailed from an east coast port in a resupply expedition to a theoretical base in Greenland. During the entire northward cruise, this force was stalked and subjected to simulated attacks by the Black force.

Upon completion of the exercise, the sea-going units split into three groups. Each group visited a Canadian Maritime Province port before returning to the states. Halifax, Nova Scotia; St. John's, Newfoundland; and Saint John, New Brunswick, were the ports visited.

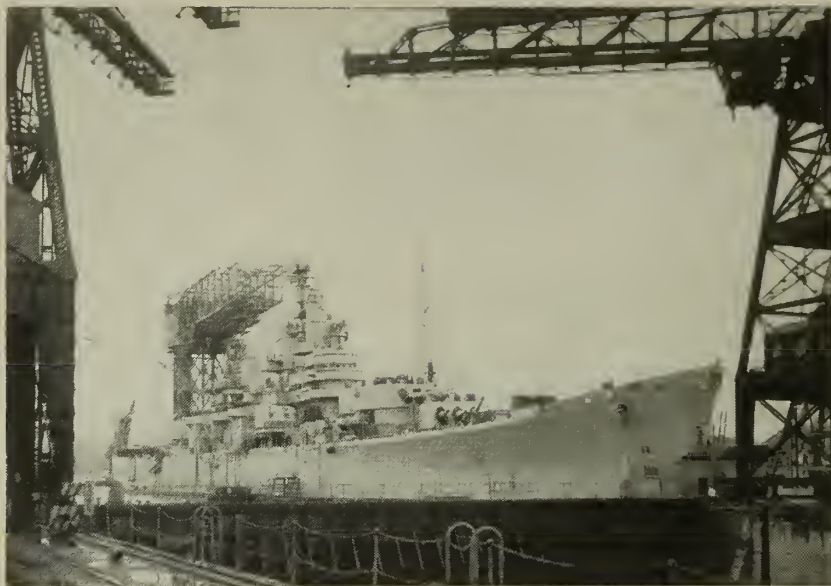
YESTERDAY'S NAVY



US Navy seaplane, NC-4, arrived in Europe from trans-Atlantic flight on 27 May 1919. The Naval Academy was transferred from Annapolis, Md, to Newport, R.I., 5 May 1861. Battle of Coral Sea begun May 1942. "Lex" sunk.

MAY 1952

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
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RECOMMISSIONED—USS *Baltimore* (CA 68), under wraps since 1947, was demothballed at Puget Sound Naval Shipyard and returned to active service.

New Destroyer Leaders

Hitting the water the same day—26 Jan 1952—the first two of the Navy's 3,650-ton destroyer leaders were launched at New England shipyards. These two new ships *uss Mitscher* (DL 2) and *uss Willis A. Lee* (DL 4), are considerably larger than regular "DD" destroyers and incorporate propulsion plant features not previously used in combatant vessels.

The *Mitscher*-class DLs are equipped with additional communication, electronic, and combat information center features to render them capable of: (1) coordinating the vessels of anti-submarine screens (2) delivering their own anti-sub attacks, and (3) performing other destroyer leader tasks. This versatility is in addition to other superior air and surface combat abilities.

Mitscher-class "leaders" are 493 feet long and have a 50-foot beam. Their cost, exclusive of armament, will be \$28,500,000 and they will have a 350 officer and man complement. The names of fighting admirals of World War II are carried on by these destroyers.

USS *Mitscher* was launched at Bath, Me.; *uss Willis A. Lee*, at Quincy, Mass. In late March, Bath sees the launching of *uss John S. McCain* (DL 3) and Quincy sees the launching of *uss Wilkinson* (DL 5).

The DLs 2 to 5 follow in the wake

of the "big sister" DL. This is *uss Norfolk*, which carries the DL hull-number 1. A 5,500-ton ship with extensive anti-submarine warfare equipment, *Norfolk* has a CLAA hull. (See ALL HANDS, February 1952, p. 35.)

Airplanes Test New Armament

In the skies high above the east-central coast of Florida, naval aircraft will soon be going through their paces in a new testing program. Under this program, newly developed armament systems will be tested on latest and fastest naval planes at altitudes ranging upward from 25,000 feet.

Aircraft, in short, will be tested here as "gun-firing platforms." An individual plane's electronic computers, gun-laying and gun-firing mechanisms working in conjunction with its machine guns and rockets will be tried out as a complete system.

During these tests, aerial tows and radio controlled drones will act as targets. The Navy test unit will be located at the Naval Auxiliary Air Station, Sanford, Fla.

The U.S. Air Force is cooperating in this program by providing equipment, range personnel and a sky-high test range. This range, called the Air Force Missile Test Range, extends from Cape Canaveral, Fla., southeastward to Great Bahamas Island.

Realistic Exercises Ended

Convex and *Lex*—these were the key words for two recently-held fleet operations. *Convex* (for convoy exercise) III took place off the East Coast.

Lex (for landing exercise) Baker One was held off—and on—the West Coast. The former was the largest of its kind since World War II; the latter was the largest of its type held on the West Coast in three years.

More than 70 ships and 15,000 Navy and Marine Corps personnel participated in *Lex Baker One*. This exercise took place on the California coast near Oceanside and off San Clemente Island.

A heavy-gunned battleship-cruiser-destroyer support group first pounded the island. At the same time, carrier-based aircraft attacked the island's beach.

The support group, under destroyer and submarine escort, then moved in to the coast—at Aliso Canyon. Minesweepers made the area "safe" for ships to enter. Underwater demolition teams cleared the way for the landing of the troops.

Marines of near-by Camp Pendleton put their helicopters into play. The copters were used in a "vertical envelopment." This is a new combat technique that involves ferrying assault troops from an off-shore carrier to an inland point beyond the enemy beach defenses.

Ships participating in *Lex Baker One* were divided into four groups. The advance support group was the first of these. This included *uss Iowa* (BB 61), *Helena* (CA 75) and *Tolledo* (CA 133). Next was the transport group, including flagship *uss Mt. McKinley* (ACG 7). Other groups were the mine warfare vessels and the ships of the opposing naval aggressor force.

Convex III, the East Coast exercise, ranged from New York to Key West, Fla. It was aimed at protecting merchant (type) shipping under wartime conditions.

At intervals, depending on scouting and intelligence reports, simulated merchant marine groups of Navy transports, cargo ships and Fleet oilers moved out of the ports of New York and Norfolk, Va. Under escorts of destroyers and destroyer escorts, the groups made runs in convoy formation for ports in the Caribbean.

Opposing these formations were all the submarines the Atlantic Fleet

could muster. When a submarine worked its way into a firing position on the convoy it shot a dye marker out of a torpedo tube and radioed exercise umpires.

Also defending the convoys were two-plane teams flying from baby flattops. Mostly TBM *Avengers*, one plane would be equipped with detection equipment; the other would carry destruction equipment.

A third means of convoy protection was afforded by shore-based patrol bombers and non-rigid Fleet blimps. About 120 of these heavier than air and lighter than air types operated from bases extending from Brunswick, Me., to Key West.

Convex III lasted more than three weeks with more than 100 ships and 60,000 men participating.

Propwash Replaces Tugs

"Operation Pinwheel," a unique maneuver employed in World War II to guide large carriers alongside a pier, is being used effectively in the Korean theater. USS *Antietam* (CV 36) demonstrated the technique—which utilizes airplane propellers instead of tugs—on the way into Yokosuka, Japan, after her first cruise in the Korean war zone.

Antietam's experience is a good example of how the maneuver works. Twenty-eight propeller-driven aircraft were placed on the four corners of the flight deck, with their tails pointed outboard. Each group of

ATTACK BOMBER built for carrier operations, the X-A3D will fly between 600 and 700 mph. Model shows under-wing position of the jet's powerful engines.

seven planes developed horsepower that was equivalent to the power of two tugs.

By varying the speeds of each group of aircraft, the ship was guided safely to her pier. The pilots received signals from the ship's air department officer and the propwash enabled the flattop to make a smooth and rudderless berthing.

The same maneuver was employed to get *Antietam* out of the port of Yokosuka, despite heavy winds that prevailed at the time of her departure.

Rocket-Launching Ship

A new type rocket-launching ship is shaping up for the Navy—the IFS. *Inshore fire support ship* is the designation for this new type vessel. The first ship, IFS 1, is slated for construction at a Puget Sound shipyard.

Differing from the LSMR (landing ship, medium, rocket), the IFS will be non-amphibious, and a bigger vessel all around. Its length will be 245 feet, beam 38 feet 6 inches, displacement 1,200 tons.

Rapid-fire rocket launchers will be its main armament and it will have greater fire power than the LSMR. The latter vessel, which is a conversion of the LSM, mounts 10 launchers each capable of firing 50-pound rocket rounds at the rate of 30 a minute.

Built along the lines of the conventional type fighting ship—as opposed to the amphibious type—the IFS will have two diesels and a geared drive. These will furnish power to twin screws with variable pitch.

Mission of the IFS will be to provide close fire support for landing forces in an amphibious operation. It has been designed for operations in shallow water close to shore. Its design provides for simple construction which will lend itself easily to mass production.

The inshore fire support ship incorporates lessons learned during World War II operations and from experience gained in Korea—pounding missions of LSMRs.



FIRST TELECAST from a submerged submarine was completed with aid of relays from USS *Sablefish* (SS 303) as she cruised beneath Long Island Sound.



ICEBREAKER USS *Atka* (AGB 3), in foreground, moves through pack ice during voyage to northern waters. In the background is USS *Wyndot* (AKA 92).

3 Air Units Back on Duty

Three naval air installations have been reactivated since the first of the year.

- Naval Air Station, Kaneohe Bay, T. H., was reactivated as a Marine Corps Air Station. Additional facilities have been authorized to house a Marine Regimental Combat Team to permit integrated amphibious training of air and ground units. MCAS Kaneohe will eventually build up to approximately 3,600 aviation officers and men.

Originally commissioned as an NAS on 15 Feb 1941, the Kaneohe installation served as an important staging point for naval carrier and patrol squadrons engaged in the Pacific war. The station was inactivated 30 June 1950.

- NAAS Barin Field, Ala., will provide facilities to support expanding training of naval and marine aviation forces. It will be a part of the Naval Air Basic Training Command. In addition to basic flight training, naval pilots will undergo carrier qualification, and other specialized air training. A total of about 2,000 naval personnel will be permanently assigned for duty. During its inactivated period, Barin Field landing area has been used as an outlying field to NAS Pensacola.

- The Naval Air Technical Training Center at Norman, Okla., was originally established in 1942. NATTC Norman served during War

II as one of the Navy's principal schools for the training of personnel in aviation maintenance. It is planned that eventually in excess of 2,200 naval personnel will be permanently assigned to the center, with a varying number assigned on a temporary basis undergoing training.

At full capacity during the war, NATTC Norman had a complement of more than 12,000.

New Icebreaker Planned

A Navy icebreaker (AGB) of a larger and heavier type than those built during World War II is slated for construction at a Pascagoula, Miss., shipyard.

This new icebreaker will be a prototype vessel. Future icebreakers, if constructed, would be built along lines suggested in this vessel's design.

Designed length is 310 feet, beam 74 feet and displacement 8,300 tons. This is almost 3,000 tons heavier and over 40 feet longer than the preceding type.

Icebreakers are "stubbies"—shorter than a destroyer escort and wider than a light cruiser. Their sturdy hulls, reinforced bows and powerful screws enable AGBs to shatter heavy ice. In exceptionally thick ice, AGBs are driven up on the ice shelf and crush their way through by sheer weight.

Helicopters are standard AGB equipment, guiding them to and through open channels in the ice.

Outstanding Fire Record

In a nation-wide contest sponsored by the National Fire Prevention Association, the Norfolk Naval Base Fire Department led all naval installations during 1951, and took third place in the all-government division of the competition.

The Norfolk Naval Base fire department's outstanding record is largely credited to the educational and practical training programs for the 40,000 naval and civilian personnel of the base who are trained to "pull the alarm box first," and then try to control the fire until the fire equipment arrives. The payoff is a reduction in the delay between discovery of the fire and notification of the fire department. The marked decrease in fire losses which has resulted is ample proof of the benefit of the training.

The base fire department maintains a fire alarm "nerve center" to coordinate the fire-fighting manpower and equipment of the base's four fire districts. On receipt of a fire box alarm or telephone call, the dispatcher can communicate with the fire station nearest the fire by radio telephone or fire alarm telegraph and order out the required equipment within a few seconds.

One of the most important activities of the fire department is in the fire prevention inspections which are made at weekly and monthly intervals of all important buildings and operations. By this means the "built-in" features, which limit the extent or prevent fires, are constantly supervised and maintained at maximum efficiency. Hazardous processes or operations are kept under constant scrutiny.

Another precaution which has enabled the naval base's fire department to maintain its high peak of efficiency, is the recording of all telephone fire reports on an "audio-graph." If the dispatcher is in doubt of the exact location of the fire or details of the telephoned report, he can play back the recording.

The department also coordinates the handling of all hazardous material on the Base, ships loading aviation gas, ammunition, or other inflammable material. Before such materials can be handled, a request to the fire marshal for permission must be obtained. After fire inspectors have checked for proper precautions, permission is granted to

Armed Forces Day 17 May

"Unity-Strength-Freedom" is the slogan for the third annual Armed Forces Day observance, scheduled for Saturday, 17 May.

As in previous years, the Navy will hold open house on board certain ships and installations. Exhibits of modern equipment and fighting machinery will be the order of the day.

Parades, flight demonstrations and speeches will highlight the occasion. Reserve components are expected to take part in the observance along with veterans' groups, civic, women's, industrial and religious organizations. Libraries and stores will also participate.

Emphasis will again be placed on a community-level program, in an effort to show the close working relationship of the armed forces and to give the public a broad view of the Nation's defense strength.

proceed with loading. Extra hazardous materials such as gasoline and ammunition, explosives, etc., are required to be segregated and are given special handling, frequently loading from separate piers.

The Norfolk Base Fire Department is considered one of the leading naval activities in developing the shore-side fire prevention program of a fire-conscious Navy.

New Fire Control Systems

Hand in glove with its development of new rapid-rate-of-fire anti-aircraft guns, the Bureau of Ordnance is developing fire control systems to control these guns.

These fire control systems are markedly superior to World War II types in speed and accuracy of computation. Some of these systems have as many as a thousand vacuum tubes capable of performing ballistic computations with a high degree of accuracy.

In line with its work in the above two fields is another BuOrd project. This is its development of new target designation equipment. Equipment of this type solves the problems of rapid zeroing-in on air targets. It provides for the fast transfer of the aerial target (guided missile or plane) from the ship's air search radar to the fire control system. The FC system then automatically tracks the designated target.

Reconditioned Oil Drums

Use of reconditioned oil drums is saving the Navy between \$6,000 and \$7,000 daily, according to estimates made at the Naval Supply Center, Norfolk, Va.

Concerned with the 77 pounds of costly and critical steel going into each new drum, BuSandA developed the idea of reconditioning discarded oil drums and pressing them into service again.

Formerly thousands of oil drums were disposed of by sale or were sold for scrap metal. Many were carried in ships to Europe where—once the petroleum product had been used—they were discarded. Now oil drums are being returned to Norfolk for processing and reissue.

A Place For Religious Laymen

More than 1,000 enlisted men and officers have offered their assistance to the Navy's chaplains by conducting religious services for all creeds on board their ships.

The program to use Navy laymen was initiated by the Chaplain Corps to provide religious observances in small ships in the absence of a chaplain.

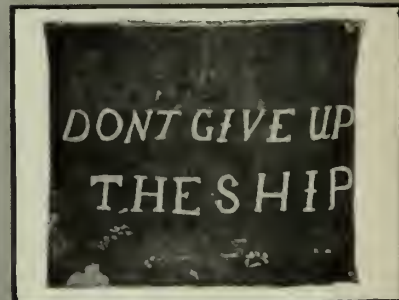
Chaplains are assigned to large ships and fleet commands, but many smaller vessels depend on the "circuit-riding" Navy chaplains for their church activities. The laymen carry out certain chaplain duties only, and do not conduct communions or perform baptisms.

The Navy's Chief of Chaplains, Rear Admiral Stanton W. Salisbury, USN, states, "To find a layman to act as the religious leader of your ship is not as difficult as one might expect. Regardless of rank or rate, men who are recognized on board as being sincere in their faith, and faithful in worship, may be recognized as spiritual representatives in their ships.

The Amphibious Force of the Atlantic Fleet, as one example of the Navy's program, has 90 lay religious representatives of all faiths assisting seven regularly assigned chaplains to serve the many small vessels.

Men who are interested in acting as religious representatives in smaller vessels should talk the matter over with the executive officer. The fleet chaplains are ready to guide qualified personnel in enlarging the present program.

QUIZ AWEIGH



1. "Don't give up the ship!" was lettered across this flag hoisted by Perry on his flagship in the Battle of Lake Erie (10 Sept. 1813). These words were first spoken by (a) Jahn Paul Jones (b) James Lawrence (c) David Farragut.

2. The occasion was the battle between (a) Banhamme Richard and Serapis (b) Chesapeake and Shannon (c) United States and Macedonian.



3. Emerging from the muzzle of this line-throwing gun is a (a) gun line (b) messenger (c) passing line.

4. If you have guessed correctly on No. 3, you should know that the next line bent an after the fired end is secured to another vessel, is a (a) tawline (b) hauling line (c) messenger.



5. Pictured in flight over North Korea is this (a) F-80 Shooting Star (b) F9F Panther (c) F-86 Sabre.

6. This jet plane is a (a) carrier-based fighter (b) land-based bomber (c) land-based patrol.

ANSWERS TO QUIZ ON PAGE 53

Ship's Happy Hour Features Real Variety Show With Top-Notch Talent



As the top star in a Happy Hour thrown by *uss White Marsh* (LSD 8) in Naples, Italy, veteran British trouper Gracie Fields proved that she has lost none of her old talent.

At left, Miss Fields winds up her act with "Put Your Shoes On Lucy," while two crewmen, right, do their part with a harmonica duet.

On the same bill with Miss Fields was an acrobatic team of Italians who did some fancy muscle bending plus a bushel of homegrown talent from *White Marsh* herself—an impersonation act, tap dancing routine, display of magic, musical numbers on the accordion and piano, several pieces by an instrumental combo as well as the inevitable can-can chorus line. Everyone agreed it had been an evening of fun.



Honors in Hawaii

Special 14th ND awards have been presented to 10 Navy athletes representing units at NAS Barber's Point, Hawaii.

The awards included the 14th ND jacket which went to Jeff Lee, Jr., AN, USN, of Fleet Air Service Squadron 117, who annexed the Hawaiian Armed Forces middle-weight boxing title.

Others to receive awards were Raymond Grogan, SN, USN, inter-service heavyweight champion of NAS, and William E. McClain, AN, USN, of Fleet All Weather Training Unit, Pacific, who won division crowns in the 14th ND ring tourney.

The Fleet Air Hawaii inter-squadron skeet championship trophies

were presented to LT Hiram E. Smith, Jr., USN, team captain; LT C. Nelson, USN, Stanley R. Kurkulonis, ADC, USN; Emmett D. Wal-drip, ADC, USN; R. D. Wahl, AD3, USN; and James H. Holder, AD3, USN, all representing Air Transport Squadron 21.

The "hole-in-one" trophy went to LTJG W. O. Paradis, USN, of Fleet All Weather Training Unit for an ace he sank in the Fleet Air Wing Two golf tourney.

National Pistol Record

A new national shoot record for servicemen has been established by Roy Chancey, QMSC, a Fleet Reservist on active duty at NTC San Diego. He attained a score of 188 for .45 caliber pistol (slow fire) shooting at the 25-yard target. The all-time high for this class, according to National Rifle Association records, is 193 fired by Paul C. Knepp, a civilian.

Recalled in 1950, Chief Chancey became coach at the NTC Elliott Annex pistol range, and later graduated from Company Commanders' School. In addition to being the 11th ND pistol champion, Chief Chancey holds numerous awards gained in national meets. One of his latest achievements was to win the .22 caliber National Match event in the Southland Pistol Tournament at San Diego.

High Score Record

The highest score ever tallied in the basketball history of Quantico's Marine Corps Schools was recorded when the Leathernecks charged over Fort Myer, 99-47.

The previous high was 96 points, scored by the 1949-50 hoopsters against a NAS Quonset Point team.

Tin Can with a Band

"The can with a band"—that's what Sixth (Mediterranean) Fleet sailors call *uss Haynsworth* (DD 700).

It all started back at the time the Bureau of Naval Personnel had some surplus musical instruments for free distribution. (Incidentally, the Bureau's band instrument stocks became depleted some time ago.) A request was sent in, the instruments arrived, and soon after, musical-minded crewmen of various ratings put the instruments into playing condition.

Since destroyers do not have musician ratings in their complements, the band is formed of men from various divisions and of various ratings. The band has no leader, but the "spark" of the group is Charles R. Adams, QM3, USNR, who plays both the saxophone and clarinet.

The young band had problems to meet. These problems included the matter of swapping watches for band practices, obtaining orchestrations

Salty Sea Chanters

The "Sea Chanters"—a group of 80 midshipmen—have been winning critical and public acclaim since the fall of 1950. The singers are attached to the Miami University NROTC Unit, Oxford, Ohio.

Organized to foster high morale and to publicize the NROTC and the Navy in general, the Sea Chanters appeared first in public in a radio broadcast called "This is your future Navy."

Since then they have appeared on the Arthur Godfrey show and on radio and television programs.

and building music stands. The problem of getting the musicians together for practice and concert periods was eased when all the band members were put in the same duty section.

At a shore-side smoker at Suda Bay, Crete, the DD's band received a big hand from Sixth Fleet officers and enlisted men. The bandsmen received this in the face of competition from "professional" bands coming from the heavy cruisers.

Up to the northeast at the island of Rhodes the band played for their ship's party ashore. Also at Rhodes, it rendered official honors during a formal shipboard visit by the governor-general of the Dodecanese Islands.

The musical treatment is not limited to foreign officials. Normally, when a destroyer undergoes a formal inspection, the musical portion of side honors consists of sounding off by the boatswain's call. *Haynsworth* is one DD that can give an inspecting admiral the "works." Commander Destroyer Flotilla Four came aboard and was greeted with ruffles and flourishes. This was followed by the "Admiral's March."

Tops in Table Tennis

The 1952 Ninth Naval District Table Tennis Tournament was won by a three-player team of paddle swingers from Service Command School, NTC Great Lakes.

Rae Winter, SA, usn, won the women's singles title and went on to pair up with Margie Callahan, SA, usn, of NTC's Administrative Command for the women's doubles trophy.

Seaman Winter's teammates, Edward Dombek, ETSA, usn, and William Beek, ET3, usn, won the men's doubles match.

The men's singles title was taken by Robert Streeker, AN, usnr, representing NAS Glenview.

Olympic Coach Named

Raymond H. Schwartz, U. S. Naval Academy wrestling tutor for the past 13 years, has been appointed coach of the 1952 U. S. Olympic Wrestling Team.

A graduate of Oklahoma A & M where he made nine letters in football, wrestling and track, Professor Swartz has coached Naval Academy wrestling teams to nationwide prominence, including a national record in consecutive team victories.

SIDELINE STRATEGY

Two men were discussing the coming marriage of their buddy. "He's getting a wonderfully accomplished girl," said one. "She can pilot a plane, drive a car, swim, ride, ski, play tennis and golf—a real all-around girl." "They ought to get along," observed the other. "He learned to cook while he was in the Navy."

★ ★ ★

Irving Davids, a WW I Navy enlisted checker champion (1917) is still pretty much master of the red and black squares. Now a civil service employee at Marine Corps Recruit Depot, San Diego, Mr. Davids has been giving exhibitions for more than six years at the San Diego Armed Forces YMCA. His specialties, at which he usually wins, are to play 40 opponents at once, moving rapidly from one board to the next, or to play a single match while blindfolded and with his back to the board. In the blindfold game he asks his opponent what move he has made and then directs the opponent to make a move for him. It's a baffling system that requires a constant mental picture of each checker on the board.

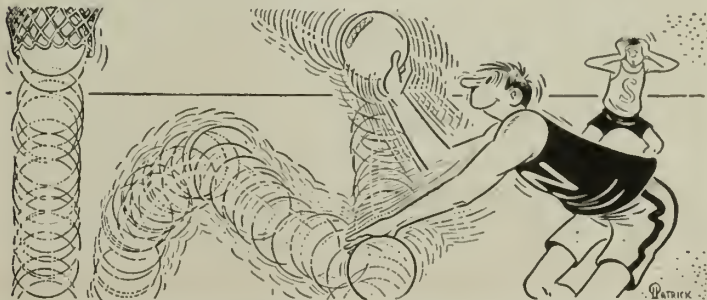
★ ★ ★

The Navy's WW II Long Island Fuel Annex, located "down" in Casco Bay, Maine, is in the process of reactivation. The nearest liberty spot is Portland, a good boat-ride distant from the little island.

To provide recreation for the civilians and naval personnel who will be engaged in the annex project, two complete bowling alleys from Portsmouth (N. H.) Naval Shipyard were loaded on a lighter and shipped some 60 miles to the fuel base.

★ ★ ★

As the spotlight shifts from basketball to baseball, and we reminisce on Navy hoop happenings of the past season, one extraordinary performance looms above all others. A quintet from USS *Coral Sea* (CVB 43) ran rampant over the Shipyard Apprentice School at Portsmouth, Va., in a whizzing contest that left score keepers nursing writer's cramp. The "Coraleers" won 133 to 36. More amazing is the fact that one of the carrier squadmen individually accounted for 102 points of his team's lopsided victory. Dale Shearer, SN, usn, former Lewiston, Pa., school athletic star, popped in 48 field goals and six foul shots for a total tally nearly three times that of the entire opposing team. Fantastic as the 133-point score was, the final figure quite probably would have been even greater had not one of the carrier's five-man squad been forced out of the game on fouls with better than a half hour still left on the clock. *Coral Sea* had only four men on the floor for the last 36 minutes of the contest.—Ernest J. Jeffrey, JOC, usn.



THE BULLETIN BOARD

Dates and Rules Are Listed for Service-Wide Competitive Exams in July

Service-wide competitive examinations for advancement to third, second and first class petty officer will be held on the second, third and fourth Tuesdays respectively in July, except where movements or operations of certain sea-going or aviation units or overseas units make it necessary to hold the exams on different dates during July.

Regular Navy and Naval Reserve personnel on active duty with the Regular Establishment, who are eligible and recommended in accordance with current directives, may compete for promotion if they shall have fulfilled all eligibility requirements by 16 October 1952.

For personnel who were advanced

to pay grades E-4 and E-5 as a result of the July 1951 examinations, but were not advanced until after 16 Oct 1951 because of transfer or late receipt of their advancement authorizations, their service in present grade for eligibility and multiple computation will be considered to date from 16 Oct 1951. (In such cases, only active service performed since 16 Oct 1951 may be counted. Time not served between discharge and subsequent enlistment or reenlistment is not credited toward eligibility or multiple computation.)

Personnel in the FC rating may compete for change in equal pay grade from FC to FT or for concurrent change in rating from FC to FT and advancement to next higher pay grade. Examinations for the FC rating will not be provided in July 1952. FCs (including FCSNs) may compete for advancement to next higher pay grade in the FT rating only.

Reservists who reported for full active duty on or before 16 Oct 1951 may compete for qualification to enlist or reenlist in their permanent rate in the Regular Navy and for immediate advancement to their temporary rate (if held).

Nominations of all candidates for advancement are to be submitted in time to reach the appropriate convening authorities by 20 Apr 1952. Examination requests are to be forwarded by the convening authorities in time to reach the Naval Examining Center by 3 May 1952.

Military requirements and professional subjects will be combined in one examination for each general service rate. Since the exams for general service rates contain questions applying to appropriate emergency service rates, Reservists in emergency service rates will be instructed to answer questions known to pertain to their rates first. Then they should go back over the exam and answer all remaining questions.

Operational tests (such as typing, radio code, etc.) for general serv-

ice and appropriate emergency service rates will be included in examination envelopes for ratings requiring operational tests.

- Regular Navy personnel will be given the operational tests for general service rates only.

- Reservists competing for advancement in USNR (but not for enlistment or reenlistment in the Regular Navy) will be given the operational tests for the appropriate emergency service rates.

- Reservists competing for enlistment or reenlistment in the regular Navy in their present pay grades will be given the operational tests applicable to the general service rates.

- Reservists competing concurrently for advancement and for enlistment or reenlistment in the Regular Navy for service in the next higher pay grade will be given the operational tests for the appropriate emergency service rates and if the operational tests for the appropriate general service rates are different from those for the emergency service rates, they will also be given the operational test for the appropriate general service rates. This is to insure that such candidates are fully qualified for Regular Navy service.

In the case of Reservists in the Regular Establishment competing for advancement to pay grade E-4, the specific emergency service rating to which advancement is appropriate is to be indicated on the form NavPers 624.

Many successful candidates for advancement have been penalized in the past through delay in effecting their advancements because of their transfer from the units in which their examinations were administered before receipt of the results. To help remedy this, COs are directed to notify the Officer-in-Charge, U.S. Naval Examining Center, Great Lakes, Ill., immediately—by speed-letter—giving name, service number, rate, rate for which examined, branch and class of serv-

SONGS OF THE SEA



Banks of Newfoundland

You ramblin' boys of Liverpool,
I'll have ye's to beware,
When you go in a Yankee packet ship
No dungarees to wear,
But have a monkey jacket
All unto your command,
Far there blows some cold nor'westers
On the Banks of Newfoundland.
We'll wash her and we'll scrub her down
With halystane and sand,
And we'll bid adieu to the Virgin Rocks
On the Banks of Newfoundland.

—Old Forecastle Sang.

ice and ultimate duty station of each candidate who is transferred between the time of the examination and receipt of advancement authorizations. In addition, COs must continue to forward to the new duty station any advancement authorizations which may be received for personnel who have been transferred.

Detailed information will be found in BuPers Circ. Ltr. 21-52, (NDB, 15 Feb 1952).

New Application Form Needed For State Absentee Ballots

Naval personnel who plan to vote in their home state elections, and the national elections in November, must use the latest approved application form for state absentee ballots.

Standard Form 76, available from the voting officer on board your ship or shore-base activity, is the *only* form which will be honored by all state voting authorities. The Chief of Naval Personnel has instructed voting officers to destroy all the old-type absentee voting forms and use Standard Form 76 for all state absentee ballot applications.

Bonus Applications Ready For West Virginia Veterans

Application forms for West Virginia bonuses for veterans of World Wars I and II and certain survivors are now available. Personnel on active duty may obtain application forms from the civil readjustment officer in their naval activity, or directly from the Department of Veterans Affairs, P. O. Box 5127, Capitol Station, Charleston, W. Va.

To be eligible for one or both bonuses for WWs I and II, veterans must have been bona fide residents at the time of entry into service and for six months prior to entry in service. A minimum service of 90 days is required, unless discharged for service-connected disability. World War II service must have been between 7 Dec 1941 and 2 Sept 1945.

Bonuses are payable for either or both wars at the rate of \$10 per month for domestic service for a maximum of \$300, and \$15 per month for foreign service to a maximum of \$400.

Changes to Officers' Uniforms Mandatory 1 July

Uniform changes for all officers, male and female, effective 1 July 1952 are outlined in BuPers Circ. Ltr. 63-50 (NDB, January-June 1950).

Here are the changes required and included in the revised edition of U. S. Navy Uniform Regulations now being printed:

Male Personnel

- Modification of the male officer-type blue raincoat to provide shoulder straps, must be completed by the above date. The present raincoat may be adapted to meet requirements by adding shoulder straps. Officers and warrant officers will be required to wear metal rank insignia on the shoulder straps. (All other naval personnel authorized to wear the officer-type raincoat, that is, aviation midshipmen, NROTC midshipmen, aviation cadets, and chief petty officers, will wear the shoulder straps without insignia.) The new regulation metal shoulder insignia will be available in the officers' uniform shop and Navy exchanges approximately 1 May.

Women Officers

- The shade of women officers' and warrant officers' blue uniforms, including hat, raincoat, and overcoat, is changed from navy blue to dark blue, effective 1 July, except that persons now possessing the navy blue shade overcoat may continue to use it until 1 July 1955.

- Gold sleeve stripes and corps insignia will be worn on the dark blue uniform.

- The coat collar device presently prescribed for women officers (except nurses) will *not* be worn on the dark blue uniform.

- The design of blue raincoat for women officers (including warrant officers) will be with set-in sleeves, and shoulder straps must be added. In addition, shoulder straps must be added to the blue overcoat.

- Women officers and warrant officers will wear metal rank insignia on shoulder straps of the blue raincoat and overcoat.

- Braid sleeve stripes on navy blue overcoats of women officers will be discontinued on 1 July.



METAL RANK INSIGNIA must now be worn on the raincoat by all officers. Relative size is shown in samples: Shoulder-type (top); collar-type (below).

Staff Corps Officers Selected for Promotion to Lieutenant

More than 1,700 USN and USNR staff corps officers on active duty have been selected for temporary promotion to the grade of lieutenant.

Staff corps officers eligible for selection included lieutenants (junior grade) whose line running mates had dates of rank prior to 1 July 1949 and who reported for extended active duty before 1 July 1951.

Here is a breakdown of the num-

ber of officers selected among the various staff corps:

Supply Corps	421
Chaplain Corps	22
Civil Engineer Corps.....	100
Dental Corps	188
Nurse Corps	87
Medical Corps	892
Medical Service Corps	58

A directive authorizing appointments of those officers selected will be issued at a later date.

Results of recent line selection boards will also be answered soon.

Latest Tabulations Show How You Stand on the Shore Duty Eligibility List

ALL HANDS continues its semi-annual coverage of information pertaining to the BuPers Shore Duty Eligibility List.

To see where you stand, take a look at the chart on the following two pages.

Since the last tabulation was published (ALL HANDS, October 1951), the number of bluejackets being ordered from the SDEL each month to a normal tour of shore duty has jumped from 1,000 to approximately 2,000.

From the following information on shore duty, you can estimate your relative standing on the SDEL and how close you are to shore duty. However, you can't nail it too closely as the need for your rate, your choice and pay grade are big factors. The accompanying table was tabulated as of 1 March 1952.

Remember, even if you have previously sent in a Shore Request Card, you may need to send in another one IF there is a change in pay grade, present permanent duty station, new expiration of enlistment date, NJC, or marital status (see below).

Since new requests for placement on the SDEL and the assignment of personnel from the list to shore duty change the picture constantly, the following information should be considered *only* as a general guide. Correspondence from personnel relative to this tabulation is *not* desired.

Remember that the following categories are not included in the tabulation:

- Presently ashore for duty of less than one year's duration.
- Serving ashore outside the continental U.S. with dependents on station and have not completed a normal tour for the area prescribed by BuPers Circ. Ltr. 74-50, (NDB, January-June 1950).
- Less than six months on board since return from a naval school.
- Undergoing instruction at a naval school on a returnable or non-returnable quota.
- Less than six months on board a newly constructed or reactivated vessel.
- Being held by BuPers for screening of jackets pending assignment or processing.



"Here's where I saw those good looking legs."

There are more than 500 bluejackets whose names are on the SDEL and who are not included in the above categories, whose enlistments have expired as indicated on their shore duty request. When personnel on the SDEL have not received orders to a normal tour of shore duty prior to the expiration of their enlistment, their name, although remaining on the SDEL, *will not be considered further* until such time as they advise BuPers of their present permanent duty station, rate, new expiration of enlistment date, NJC, and marital status.

In screening jackets of personnel on the SDEL for transfer to shore duty, it is noted that there is still a considerable number of personnel who have not kept BuPers informed of their current status.

A typical example of this is a man who was placed on the SDEL in June 1950 whose rate at that time was SN. Subsequent to this, he has been advanced in rating to third or second class petty officer. His shore duty card has remained on file for consideration with the SN rating—of which there is an excessive number on the list—because he did not notify BuPers of the change in his status. In many cases he would have received orders to shore duty by now if he had kept BuPers informed. For your own benefit, keep BuPers advised at all times of your status. Failure to do so will only result in unnecessary delay in sending out your orders.

Remember, qualified personnel may be on the Bureau's Shore Duty Eligibility List and the Instructor Duty List at the same time.

It is also worth remembering that

you can officially request to have your name removed from the SDEL at any time without penalty. If you are on overseas duty and have requested an extension of your tour, you should have your name taken off the list. Then, about three months from the end of the tour as extended, resubmit. Your name will go right back in the same relative place on the list because the date upon which your sea duty began hasn't changed.

On your card be sure to note any special qualifications you may have, such as shown by the Diver or Special Program (9900 series) job codes.

Ratings in the locations shown below are at or near the end of their normal tour of shore duty but very few men are available on the SDEL who possess the necessary rating or have indicated these locations as a choice. If you are in one of these ratings and are eligible for and want shore duty, now would be a good time to get your name on the SDEL.

Rating	Location (district)
BMC. All districts except Com11 and 12	
BM1 and BM2	All districts
TMC and below	All districts
ETC and below	All districts
TEC and below	All districts
RMC and RM1	All districts
YNC, YN1 and YN2	All districts
PNC and below	All districts
SKC...all dist's except Com 11 and 12	
SK1 and SK2	All districts
DK and below	All districts
CSC and below	All districts
EMC. All districts except Com11 and 13	
EM1 and EM2	All districts
DCC and below	All districts
EN below chief	All districts
ADC and below	CNATRA (Corpus Christi, Tex., Pensacola, Fla., etc.)
AM below chief	CNATRA (Corpus Christi, Tex., Pensacola, Fla., etc.)

Group VIII Ratings (Construction)
All districts
SDC. All districts except Com11 and 12

The next tabulation of the shore duty situation is tentatively scheduled to appear in the October 1952 issue of ALL HANDS. To consult the official directive on sea/shore rotation policies, see BuPers Circ. Ltr. 36-50 (corrected) (NDB, January-June 1950).

STATUS OF SHORE DUTY ELIGIBILITY LIST AS OF 1 MARCH 1952

Rating	NUMBER OF YEARS CONTINUOUS SEA DUTY SINCE LAST TOUR ASHORE												Grand Totals	
	14 and Above		12 to 14		10 to 12		8 to 10		6 to 8		6 and Below			
	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO
BM		1	1		1	7	6	30	10	35	24	265	42	338
QM	2		5		23	1	13	35	9	66	29	210	81	312
RD							1	3	1	9	13	295	15	307
SO						1		4		1	7	72	7	78
TM	3		1		6	5	1	12	8	3	12	14	31	34
GM	2	1	6	1	13	17	4	79	2	96	28	274	55	468
FC			1		4	3		10	3	7	22	50	30	70
FT					1	4	1	7		1	10	10	12	22
MN												2	0	2
ET					1					1	6	59	7	60
IM	1								1			3	2	3
OM		1					2		2	1			4	2
TE			1		1		1	1	1		6	62	10	63
RM			2		2	1	1	3	3	4	6	322	14	330
YN									2	3	13	280	15	283
PN										1	2	32	2	33
SK					1			2	1	7	32	323	34	332
DK											11	81	11	81
CS	2		1		3	4	1	9	2	8	9	141	18	162
SH							1	3	1	19	22	617	21	639
JO							1				1	2	2	2
PI									1	2	1	33	2	35
LI												8	0	8
DM												3	0	3
SN-SA								2		3		903	—	908
MM	6		8	1	96	4	41	55	20	78	32	347	203	485
EN	1	1	3		5	3	11	16	8	16	15	118	43	154
MR	1		2		1		2			2	3	29	9	31
BT	15	1	19	3	43	29	12	101	10	68	11	169	110	371
EM	1				4		4	3		6	9	121	18	130
IC	1		4		3		1	2	1	4	1	17	11	23
ME	2			1	6	2	6	10	5	17	14	154	33	181
FP			2	1	2	2		5	2	8		94	6	110
DC	1				2			3		4	6	52	9	59
PM					1						1	1	2	1
ML								1				7	0	8
FN-FA						1				1		321	—	323

STATUS OF SHORE DUTY ELIGIBILITY LIST AS OF 1 MARCH 1952

Rating	NUMBER OF YEARS CONTINUOUS SEA DUTY SINCE LAST TOUR ASHORE													
	14 and Above		12 to 14		10 to 12		8 to 10		6 to 8		6 and Below		Grand Totals	
	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO
SV											6		0	6
CE											16		0	16
CD							1		2	2	25		2	28
CM	1				2		1		2		4	32	10	32
BU							2	1	2	1	5	47	9	49
SW					2	1			2		6	21	10	22
UT					3		1				5	20	9	20
CN-CP												4	—	4
SD	2	2	3	11		44	3	51	1	111	12	229	21	448
TN-TA						1		1		30		283	—	315

AVIATION RATINGS

AD	1		2		6	1	7	10	23	12	322	321	361	344
AT							1	1			20	42	21	43
AL	3		5	1	16	1	13	8	15	16	65	94	117	120
AO	1				2	4	13	22	21	27	150	416	187	469
AC											1	5	1	5
AB			1							4	8	148	9	152
AE					3		3		3	1	16	72	25	73
AM			1		1	1	8	5	4	2	61	77	75	85
PR								1		5	3	30	3	36
AK						1			1	4	7	41	8	46
AF-PH								1	1	1	3	24	4	26
AN-AA												55	—	55
	46	7	68	19	254	138	162	498	168	687	1036	7499	1734	8848

USNR Boards Meet in April To Select LTs and LCDRs

Selection boards will meet this month to recommend Naval Reserve officers, on active and inactive duty, for promotion to the grades of lieutenant commander and lieutenant.

These boards will consider USNR officers who reported for extended active duty after 30 June 1951 and thus were not considered for promotion by boards which convened late in 1951. Inactive duty officers will also be considered, if they are in the promotion zones. USNR officers

in the promotion zones will be eligible—

- If they reported for active military duty in excess of 30 days with the Regular Navy or in the Naval Reserve Program after 30 June 1951 but prior to 1 Mar 1952 or

- If they have met the eligibility requirements for inactive officers set forth in Naval Reserve Multiple Address Letters 10-51 and 11-51, 12 Sept 1951. According to these directives, USNR officers are not eligible for promotion if they are on the inactive status list. In addition, USNR officers must earn the neces-

sary Reserve retirement points.

Promotion zones will include lieutenants whose dates of rank are on or prior to 1 Jan 1946 and lieutenants (junior grade) whose dates of rank are on or prior to 30 June 1949.

Eligible Reserve officers serving in the grades of lieutenant and lieutenant (junior grade) who reported for extended active duty prior to 1 July 1951 have already been considered by Regular Navy selection boards. Results of these boards have been or will be announced in the near future.

What You and Your Dependents Should Know When Changing Stations

Navy dependents planning to set up housekeeping at one of the naval overseas bases usually have a lot of questions regarding what must be done before coming aboard the ship or plane which will take them to their new home overseas.

A summary of what you and your dependents should do before they can start packing their household effects for the move is given below.

It is taken from a pamphlet prepared by the Personnel Transportation Division of the Bureau of Naval Personnel, entitled *Overseas Transportation for Navy Dependents*, (NavPers 15842). All dependents receive a copy of this pamphlet when the sponsor submits an application for transportation of his dependents overseas.

As a matter of long established policy the Navy Department endeavors, whenever possible, to unite officers and enlisted men with their families. The requirements to be met by both the Navyman and his dependents preparing to move overseas have been outlined in careful detail in the pamphlet mentioned above.

At the present time, travel of dependents via government transportation or commercial transportation at government expense is authorized to most areas in the European Theater, the United Kingdom, North Africa,



"On that request for a new short wave, did you include the word 'radio'?"

the Caribbean, and the Canal Zone and is limited only by approval of the contingent area commander for their entry. This approval is usually granted as soon as adequate housing is available to accommodate the Navyman's dependents.

Travel of dependents to Japan was resumed on a limited scale 1 Nov 1951, (Alnav 105-51, NDB, 31 Oct 1951, p. 7). Priority lists are established by the area commander on a monthly quota basis. Upon receipt of the priority list, Com12 will process dependents for travel. Personnel reporting to Japan for duty may apply to the area commander for housing and transportation of dependents. At the present time, concurrent travel of dependents is not usually authorized unless approved by area commander.

Applications for approval of entry of dependents into all Pacific areas, including Japan and Alaska, must be submitted to the area commander concerned.

For Alaskan travel, all approved applications must be forwarded to Com13, and for the other Pacific Areas, to Com12. For all other destinations, the approved applications are forwarded to the Bureau of Naval Personnel, Personnel Transportation Division.

The provisions under which household goods may be shipped to Japan are outlined in Alnav 105-51.

Owing to the varying housing situations in these different parts of the world, there are sometimes delays in obtaining approval of entry

of dependents. As soon as approval is received, however, every effort is made to afford your dependents transportation to the desired overseas destination as quickly as possible.

- The first step in arranging for dependents' travel must be taken by the member of the naval service. He must complete the *Application for Transportation for Dependents* (S. and A. Form 33) and have it approved by his commanding officer.

- The next step for the Navyman is to make a request by letter or dispatch via his CO to the area commander concerned for approval of entry of dependents. His request for entry approval must include a copy of his orders or quote the authority issuing his orders.

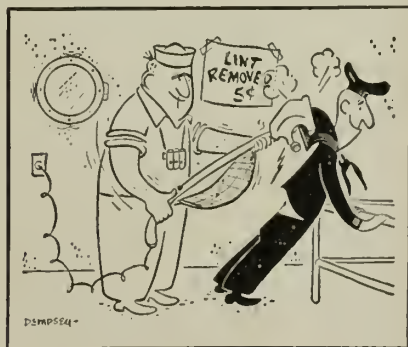
When the dependents' entry has been approved by the area commander, then the way is open to complete the further necessary arrangements.

Each Navyman planning to move his family to an overseas billet should obtain additional up-to-the-minute information on local living conditions regarding climate, housing, food, local facilities for education, shopping, recreation and medical treatment. This valuable information will assist you and your dependents in determining what to take with you on your journey and in making plans for your future life overseas.

If your dependents require any further assistance, they should contact the Bureau of Naval Personnel or the appropriate naval district handling dependents' transportation to the Pacific area.

The rest of this summary lists the requirements which must be met by the dependents prior to departing from the United States.

After the *Application for Transportation for Dependents* has been



MSTS Releases Figures

On Ocean Carrier Service

Some interesting figures on Military Sea Transportation Service operations covering the year 1951 have been released. MSTS delivered during this period a total of 24,211,000 measurement tons of cargo; 2,135,300 passengers and 14,532,000 long tons of petroleum.

If all the material, passengers and petroleum carried in these worldwide operations were transported by train, the freight, tank and passenger cars coupled together would stretch for 6,641 miles. It would be a long train, stretching from New York City nearly to Tokyo. MSTS passengers would surpass in numbers the city population of Philadelphia, Pa.



"She's mine . . . I saw her first."

approved and the area commander concerned has approved entry of the dependents, your wife will receive (at the address given in your application) application forms from BuPers and instructions to be used in applying for a passport, if one is required for the proposed destination. (Passports are not required of persons proceeding to Canal Zone; Argentina; Guantanamo Bay, Cuba; San Juan, Puerto Rico; and Bermuda.

PASSPORTS

This application for passport should be completed as soon as possible. If the dependents do not live near Washington, D. C., where they can make personal application to Bureau of Naval Personnel, they should:

- Make application personally to a clerk of the nearest United States Court or clerk of a state court authorized to naturalize aliens (this, of course, does not mean your dependents are aliens). The Department of State maintains Passport Agencies in the following cities (if your dependents should reside in one of these cities, they should make personal application to the agency *instead* of a United States court): New York City—one agency is located in the International Building, Rockefeller Center, 630 Fifth Ave., and another agency at 45 Broadway; Chicago, Ill.—U.S. Customs House; New Orleans, La. — International Trade Mart; Boston, Mass.—U.S. Post Office and Court House Bldg.; San Francisco, Calif.—Room 126, Federal Building.

- Your dependents should take with them to the passport applica-

tion activity appropriate identification together with the Navy's authorization for them to travel abroad. They must submit proof of United States citizenship such as birth certificate, baptismal certificate or certified copies of records or the affidavits by parents, brothers or sisters that the dependent is a U. S. citizen.

- Your dependent must submit two recent photographs, full face without hat, size 2½ by 2½ inches to 3 by 3 inches. Minor children may be in a group picture with the mother.

- When your dependents apply for the passport, they should be accompanied by two witnesses who have known them for at least two years.

- Allow three weeks to one month for the clearance of the passport application through the Department of State.

Passport application will be forwarded by the clerk of the court or Passport Agency to the Passport Division, Department of State, Washington, D.C. for action. For those proceeding to the Pacific area, passports, when issued, will be forwarded to the Commandant Twelfth Naval District, District Passenger Transportation Office, San Francisco, Calif., for delivery to dependents at time of sailing. For those going to Europe and areas other than the Pacific, the Bureau of Naval Personnel will forward passport to the dependent at the latest address furnished by the Navyman. Should your dependents have changed addresses since you gave an address in S. and A. Form 33 (*Application for Transportation for Dependents*), you



"You can have your ol' South Sea island liberty."

should immediately notify the Bureau of Naval Personnel (Attn: Pers E-231), Navy Department, Washington 25, D. C., as to any change of address.

If your dependents are in the vicinity of Washington, D. C., they may call in person at the Passport Section, Bureau of Naval Personnel, Arlington Navy Annex, in order to make the necessary arrangements for photographs, etc. They should bring with them sufficient identification and birth certificates. The BuPers Passport Section will assist the dependents in clearing applications with the Department of State.

In order to expedite the clearance of dependents' passport applications, they should also notify the Bureau of Naval Personnel (Attn: Pers E-231), as soon as passport applications are forwarded to the Passport Division, State Department, Washington, D. C.

PHYSICAL EXAMINATIONS

Existing requirements specify that all dependents must receive a physical examination and medical certificate from a qualified physician in private practice, or a medical officer of one of the military services or the Public Health Service, attesting their general good health and freedom from communicable diseases. This is to protect their own health as well as that of fellow passengers aboard ship, and must be in the dependents' possession at all times until they arrive at their destination. A similar examination and certificate are required for each of your children and should be obtained before departure from home.

It is desirable that a miniature chest x-ray test be a part of the physical examination, with a large film made if suspicious findings result.

An added personal advantage is to have an accompanying tuberculin skin test. The size of the test dose, its result and the x-ray interpretations should be recorded on the medical certificate.

After arrival in the port of embarkation, a responsible adult dependent will be required to complete a certificate, for self and any accompanying children within 48 hours of actual embarkation, covering illnesses or injuries suffered

within 60 days before embarkation. All children six years of age or younger will receive a physical examination at the port of embarkation.

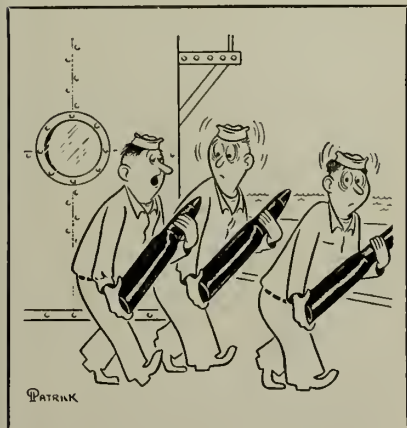
IMMUNIZATIONS

For the protection of the dependents' health, certain immunizations are required. *Inoculations are most easily arranged at time of your dependents' physical examinations.* Dependents should not delay completion of required immunizations until arrival at the port of embarkation as they will not be permitted to travel overseas without them. Immunizations may be performed by a medical officer of one of the military services or the Public Health Service or other reputable physician in private practice. A certificate must be obtained from the physician administering the immunizations. If obtainable, the International Certificate of World Health Organization (Form PHS 731) is advantageous. The immunization certificate must be kept in the dependent's possession at all times. *Do not mail it to the Bureau of Naval Personnel as evidence of completion of immunization.* The dependent's statement that immunizations have been completed will suffice.

- *Standard Inoculations* are required regardless of destination and they must be completed before the dependents leave their place of residence:

- *Smallpox:* Inoculation must be taken within 12 months of embarkation regardless of age. The result must be entered on the certificate.

- *Typhoid:* For all over one year of age—initial series of three injections



"... my wife calls me Butterfingers."

Four of Sub's Crew Save 3 in Splashed 'Copter

Four enlisted submariners of *uss Volador* (SS 490) dived into the choppy, cold waters of the Pacific to rescue a Far East correspondent for *Collier's* magazine and two helicopter crewmen.

The correspondent, Miss Charlotte Knight, and the two 'copter crewmen, Lieutenant "Y." "J." Dyson, usn, pilot, and Dewey B. Sanders, AD1, usn, plane captain, were dunked when the helicopter fouled its stern rotor against the top of the submarine's shears and plunged into the sea.

The accident took place while Miss Knight was being transferred in a "bosun chair" from the 'copter to the sub. Miss Knight had flown from *uss Badoeng Strait* (CVE

116) to work on a story on board *Volador*.

The first three men over the side when the "man overboard" word was passed were Frank E. Slaton, EM2, usn; Richard N. Norton, SN, usn; and Ernest S. McMullen, CS3, usn. Seconds later they were joined by Melvin A. Garner, ENC, usn, who brought two life lines with him.

Within seven minutes Miss Knight and the two 'copter crewmen were safe on board the submarine.

The four submariners were commended for their action by Miss Knight; the editor of *Collier's*, Louis Ruppell; and by Admiral Arthur W. Radford, usn, CinCPac.

or booster injection, taken within 12 months.

- *Tetanus:* For all over one year of age—completed initial two-dose injection taken within 12 months (or record of injections plus the booster injection taken within past four years).

- *Diphtheria:* For children two months to 10 years of age—initial three-dose shot, or booster dose taken within past three years or evidence of immunity.

- *Special Requirements:* Persons 10 to 35 years of age going to Europe or the Mediterranean region (including North Africa ports) prior to departure, must be immunized against diphtheria if positive to the Schick skin-test. Immunization is advisable for such positive persons between 10 to 45 years of age going anywhere outside the North American continent.

- *Cholera:* Initial series or booster injection taken within last six months for all over six months of age going to an area of prevalence.

- *Typhus:* Initial series or booster injection taken within last six months for all over one year of age going to an area of prevalence.

- *Whooping Cough:* Immunization currently recommended for all children between two months and five years may become mandatory.

The immunization requirements should not be considered as a substitute for rigid personal and general

sanitary hygiene which is necessary in all countries. Travelers will be instructed en route or after arrival by medical officers as to the sanitary measures necessary in the conduct of daily life in their new locations.

PREGNANCY

Navy Department policy prohibits travel by Military Sea Transportation Service vessels of women pregnant beyond the sixth month. This is for the protection and safety of the prospective mother. A signed statement by a medical officer of one of the military services or the Public Health Service or other reputable physician, attesting the duration of pregnancy must be forwarded to the Bureau of Naval Personnel (Attn: Pers B-313) Navy Department, Washington 25, D. C. It is suggested that your dependent carry with her a signed duplicate copy of this statement.

- Only infants over six weeks of age will be transported via MSTs vessels, and only providing the mother has recovered her strength sufficiently to care for the needs of the child.

- *Notification:* Dependents are requested to advise the Bureau of Naval Personnel (Attn: Pers B-313) Navy Department, Washington 25, D. C., when they have complied with immunization and health requirements. A definite reservation

Old Commendatory Action Results in Promotion

On the strength of a commendation written more than half a century ago by Admiral Dewey during the Spanish American War, a retired naval officer has been promoted to the grade of rear admiral. The commendation was earned when he served as a naval cadet (now called midshipman) under Dewey at Manila.

Naval Cadet William R. White, Dewey's long lost letter stated, was to be commended for "eminent and conspicuous conduct in battle."

About a year ago a diligent search of official records, buried in archive files, revealed two Bureau of Navigation letters of 1898 and 1901 which gave detailed information about Cadet White's exploit.

In August 1898, White was attached to USS *Olympia*, the cruiser-flagship of Dewey's force at Manila. An armed tender *Barcelo* had been captured from the

defending Spaniards and White was placed in command.

Given 50 men, Cadet White acted on his own initiative, took the tender close inshore and enfiladed the enemy trenches, driving the defending soldiers out. "The resulting fewer casualties than had been anticipated enabled the advancing American forces to capture Fort Malate, whereupon Manila surrendered."

Captain White has known for years that he had been recommended for advancement. However, recognition commensurate to his deed was not given at the time, and shortly thereafter the records were lost.

With these records recently brought to light, the wheels of administration began to turn. As a result of this, Captain White received a letter from the Secretary of the Navy informing him that he had been advanced on the retired list to rear admiral.

on a particular sailing will not be made until the notification set forth above and the notification of forwarding the dependents' passport application have been received in the Bureau.

TRANSPORTATION ARRANGEMENTS

After the Bureau of Naval Personnel has been advised that your dependents are in all respects ready to depart on or after a certain date, your family will be booked on the first available ship sailing after that date. Dependents will be notified that space is offered to them on a certain vessel departing from a certain port. They will be given a time limit in which to write or wire acceptance of this offer. The reply should be sent to: Bureau of Naval Personnel (Attn: Pers B-313). (Do not write or wire the person who signed the letter offering the space.)

If your dependents are not legally entitled to transportation, and they have been authorized to travel via MSTs vessel to your duty station, it will be necessary for you or your dependents to assume the cost of all travel which is necessary to the port

of embarkation and from the port of embarkation to your ultimate destination.

In the event your dependents are legally entitled to transportation at government expense within the United States and they are located at a place where the cost of transportation would be in excess of that to which they are legally entitled, it will be necessary for the dependents to travel at their own expense.



"Gotta hairpin?"

After arrival at destination, the Navyman may claim reimbursement for the travel performed at his own expense to the extent of that to which his dependents are legally entitled. If the dependents are legally entitled to transportation at government expense within the United States and they are located at a place from which the cost of travel would not be more than that to which they're legally entitled, government transportation requests to cover their railroad and Pullman fare will be forwarded to the dependent responsible for the travel, *provided the responsible dependent requests the transportation requests.* If dependents do not desire transportation requests furnished, they may perform the overland part of their journey at their own expense. The Navyman upon whom they are dependent may then claim reimbursement for their travel *after* they arrive at the destination.

BAGGAGE

The amount of baggage dependents may take into their stateroom on board ship will be necessarily limited. Not more than two pieces of cabin luggage (standard handbags) will be permitted aboard as cabin luggage for each person 12 years of age or over. Children under 12 years of age are limited to one handbag. In addition, a small case for toilet articles may be carried as cabin baggage. Foot lockers in cabins are prohibited. Only standard luggage (uncrated), such as trunks, suitcases, val packs, etc., will be accepted as hold baggage. Boxes and crates must be shipped as (and with) household goods. The current allowance for hold baggage is 350 pounds for each passenger 12 years of age or over and, 175 pounds for each child under 12.

The railroads have granted a baggage allowance of 350 pounds for each full fare and 175 pounds for each half fare for trans-Atlantic and trans-Pacific passengers. Any weight in excess of those amounts will be subject to excess charges levied by the railroad. These charges will not be at government expense and must be borne by the traveler. Dependents must make arrangements for baggage delivery at the port of embarkation.

Usually the railroad can assist the

traveler by furnishing special delivery baggage checks at nominal cost, which will provide for the transfer of the baggage (checked on your railroad tickets) from the railroad terminal at the port to the pier where it will be loaded aboard ship.

Important points to remember are:

- If your dependents should ship via Railway Express Agency, they must be certain that the shipment is fully prepaid. No baggage should ever be sent C.O.D.

- All baggage should be clearly marked to insure proper identification. A tag with the following information must be secured to each piece of baggage:

Name (dependent's name)

Home Address

Vessel's Name

Sailing from (port, pier number, if known)

Sailing date

Ultimate destination

Type of baggage (Cabin baggage or Hold baggage)

- In any event the traveler must be sure to ship baggage in sufficient time to arrive not later than *five days before sailing*.

HOUSEHOLD GOODS

These are the *personal effects and household furnishings* which are exclusively the property of the dependents. Wines, liquors, birds, animals, boats, matches, ammunition or other inflammable or explosive articles, automobiles, other motor vehicles, trailers, with or without property, or groceries and provisions other than those for use or consumption by the owner or the immediate family are *not* household goods and are *not* authorized to be shipped at government expense.

The dependent should contact the supply officer at the nearest Naval Activity relative to the shipment of your household goods; or a written request for information may be submitted to the Bureau of Supplies and Accounts (S-635), Navy Department, Washington 25, D. C.

Your dependent must have certified copies of your change of station orders before shipment can be made. The Navyman should furnish his dependent with an application for shipment of household effects (Nav-

Navy Movies—1927 Style

A quarter-century ago, the monthly *Bureau of Navigation News Bulletin* (grandfather of ALL HANDS) carried lists of motion pictures purchased for the Navy Film Service for distribution to ships and stations. Some of the actors and actresses involved are still going strong after 25 years, but a good many of the stars of the old "silent" movies would be unfamiliar to the "youngsters" of today's Navy. Many memories, however, should be evoked for the older sea-going generation as they read over the movie titles and the names of the players.

Typical "very latest" shows of 1927 included: *The Silent Laver* (Milton Sills), *The Bland Saint* (Lewis Stone, Doris Kenyon), *Valencia* (Mae Murray, Roy D'Arcy), *Flesh and the Devil* (John Gilbert, Greta Garbo), *God Gave Me Twenty Cents* (Lois Moran, Jack Mulhall), *It* (Clara Bow), *London* (Dorothy Gish), *Jahnnie Get Yaur Hair Cut* (Jackie Coogan), *Nabody's Widow* (Leatrice Joy, Charles Ray), *The Wrong Mr. Wright* (Jean Hersholt), and *Tell It to the Marines* (Lon Choney).

Others were: *The Kid Brother* (Harold Lloyd), *Cabaret* (Gilda Grey, Tom Moore), *Venus of Venice* (Constance Talmadge), *The Love of Sunya* (Gloria Swanson), *The Red Mill* (Marion Davies, Owen Moore), *The Demi Bride* (Norma Shearer, Lew Cody), *White Flannels* (Morie Dressler), *Rookies* (Karl Dane), *Racing Rameo* (Red Grange), *The Potters* (W. C. Fields, Mildred Harris), *The Buckaroo Kid* (Hoot Gibson), *The Scarlet Letter* (Lillian Gish), *Twinkletoes* (Colleen Moore), *The Canyon of Light* (Tam Mix), *The General* (Buster Keaton),



Long Pants (Harry Langdon), *McFadden's Flats* (Charlie Murray, Chester Conklin), *Blond or Brunette* (Adolph Menjou), *Paradise For Two* (Richard Dix, Betty Bronson), *The Babe Comes Home* (Babe Ruth, Anno Q. Nilsson), and *The Cat and the Canary* (Laura LaPlante).

One history-making motion picture purchased by the Navy in 1927 (originally released in late 1926) was *Don Juan*, starring John Barrymore. It was the first film to use a sound accompaniment of recorded music.

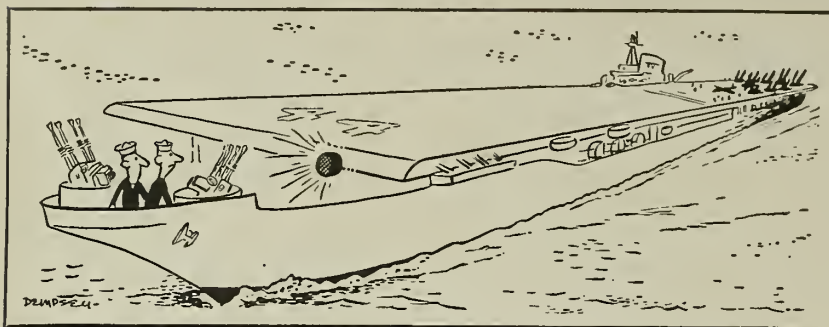
That year also saw the birth of the "talkies." *The Jazz Singer*, featuring Al Jolson, was the first film to have synchronized dialogue and songs. It marked Jolson's advent into the motion picture field. This first "all talking" movie was not added to the Navy's film list until some time later after ship and station projection equipment was converted to "sound" use.

SandA Form 34) accompanied by six certified copies of the change of station orders, in order that the dependent can make arrangements for shipment of the household effects. The Navyman must complete and sign the application (NavSandA Form 34) and attach six certified copies of the change of station orders, and forward these direct to the supply officer of the naval activity nearest to the location of the household goods. Or, the application may be completed and signed by the dependent, acting under power of attorney or an informal letter of authority signed by the Navyman.

Upon receipt of the application and certified copies of the orders,

the supply officer of the naval activity will make the necessary arrangements for shipment.

In the event the household goods are located at a point too far distant for the supply officer to arrange for the packing, crating and hauling, he will advise the dependent to make the necessary arrangements at the dependent's own expense, subject to claim for reimbursement, but he will furnish the dependent with a government bill of lading to cover the shipment. In such cases, two informal bids must be obtained from storage or transfer companies stating: "A bid of \$— is submitted for packing, crating and hauling the household goods of (dependent's



"Gunner's Mates Slobolski and Jones lay aft to the fantail immediately."

name) from residence to depot of carrier."

The lowest bid should be accepted and a receipt for payment obtained from the company stating thereon that "Work has been performed in accordance with the usual commercial practice." The two bids and the receipt for payment together with

Here Are Your Allowances For Household Furnishings

The following weight allowances for household goods have been set by law for officers and enlisted personnel:

Grade	Temporary Change of Station	Permanent Change of Station
Admiral	2,000	24,000
Vice Admiral	1,500	18,000
Rear Admiral (upper half)	1,000	14,500
Rear Admiral (lower half) and Commodore	1,000	12,000
Captain	800	11,000
Commander	800	10,000
Lieutenant Commander and Warrant Officer (W-4)	800—	9,500
Lieutenant and Warrant Officer (W-3)	600	8,500
Lieutenant (jg) and Warrant Officer (W-2)	600	7,500
Ensign, Officer Graduate of USNA, Warrant Officer (W-1)	600	7,000
Enlisted personnel (E-7, E-6, and E-5 pay grades, and E-4 with 7 or more years service)	400	4,500
Enlisted personnel (E-4 with less than 7 years service)	400	3,000
Aviation Cadet	400	400

the claim for reimbursement on forms furnished to the dependent by the supply officer, and one certified copy of the change of station orders must then be forwarded to the Naval Regional Accounts office, Washington 25, D. C., for payment of allowable cost.

Transportation charges should not be paid by the dependent when a government bill of lading is used to cover the shipment as the government will pay such charges.

A certain amount of baggage may be shipped by express. Check with the supply officer to determine the amount allowed and how shipment may be made.

Members of the Reserve components are entitled to weight allowances for corresponding relative grades and ratings listed. The weight allowance of an individual is based upon his grade or rating at the time of his detachment from the last duty station.

If there are certain restrictions as to the amount of household goods that can be shipped in certain areas, the Navyman will be advised of that fact and he should inform his dependent of the facts.

ABOARD SHIP

Passengers traveling in MSTs transports are subject to the rules and regulations issued by the commanding officer. These rules, copies of which are furnished each passenger on embarking, were established for the safety and comfort of all persons aboard. Parents are held directly responsible for the control of their children at all times.

Consideration for other passengers dictates that children should not be permitted to be noisy or destructive. Passengers are required to remain in those parts of the ship set aside for their use.

- *Accommodations:* MSTs transports are assigned by Military Sea Transportation Service representatives at the port and are adequate for the dependents' needs and comfort. Special care will be accorded mothers traveling with children.

- *Assignment of cabin space* will be allotted to your dependents on a basis of number of passengers aboard. As passengers are embarked or picked up at ports of call, a shifting of passengers from originally assigned cabin space may be necessary. This should be considered when packing. Cribs are provided for infants.

- *Laundry facilities* aboard ship are limited. A supply of disposable diapers for infants should be packed as the Ship's Store supply may not be adequate.

- *The Ship's Store* usually sells candy, cigarettes, talcum, baby oil, safety pins and other personal items. It is recommended, however, that the dependent carry such items considered necessary rather than rely solely on ship's store merchandise.

- *Recreation facilities* include library, movies, lounge, and certain specified deck spaces. Children using recreational facilities or attending recreation programs *must be accompanied by a responsible adult at all times.*

- *Mess Charges:* The only charges for the dependents of officers and enlisted men of all grades are for meals and occasional nominal charge for laundry. Payment on MSTs trans-

Litter Bearers Too Slow for Wounded Marine Under Fire

Stretcher bearers were lugging a wounded Marine to an aid station in Korea when the enemy opened fire with artillery. The area was peppered with exploding shells.

In an effort to get out of the danger area as soon as possible, the stretcher bearers stepped up their pace. They struggled faster downhill with their precious burden.

Suddenly the wounded man leaped from his stretcher. "You guys are too slow for me!" he yelled as he dashed headlong toward the aid station. The bearers kept close on his heels.

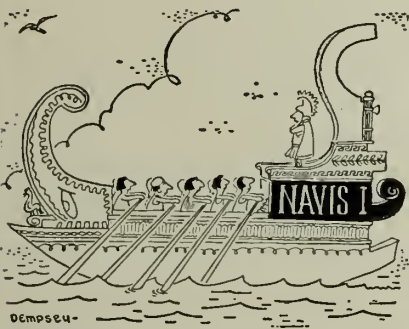
WHAT'S IN A NAME

Navy

"Navy" comes from the Latin (Roman) *navis*, a ship. Similarly, we have "navigate," "navigator" from the Latin *navigare* (combination of *navis* (ship) and *agere* (to move or direct)). Likewise, the word "naval" comes from the Latin *navalis*.

Another Latin word, *nauticus*, as well as the Greek *nautikos* (an adjective formed from *naus* or *nautes* (seaman), gives us "nautical."

Also in connection with travel on the ocean, many seamen have experienced "nausea," deriving from the Greek *naus* and which at first was a term limited in reference to seasickness.



ports for meals will be required on boarding or immediately prior to boarding. Maximum rates currently in effect but subject to change are as follows:

(1) Adults and children six years of age or older; approximately \$1.75 per day.

(2) Passengers traveling on a *space available basis* will be required to pay MSTs the sum of three dollars per person per day to cover their subsistence and a surcharge necessary to defray additional operating costs such as laundry, wear and tear on linens, dishes, etc. Children under six years of age; one-half the adult rate.

Personal checks will not be accepted on MSTs transports; Travelers' Checks and Cashier's Certified Checks are acceptable, but cash in U.S. currency is preferred.

• **Diets:** There are no adequate facilities aboard the ship for the preparation of special diets for adults. In the case of infants' diets,

some ships have a supply of standard baby foods in stock. The dependent should bring along a supply adequate for the voyage. A diet kitchen for preparing special foods and formulas is available.

• **Clothing:** Dress on board an MSTs transport should be limited to the semi-tailored type of suit or dress as the acceptable practical attire. Full length slacks have proved to be the most practical attire on the windy decks of a transport. This type is permitted in the passenger messes. Daytime lounging dress may be permitted on certain decks at times specified by the commanding officer of the vessel. Formal evening dress will not be required on MSTs transports. Add scarves, hair nets, low-heeled rubber-soled shoes or rubbers, and finally, a sweater and light rain coat for greater comfort on windy and often wet decks.

• **Health:** There are adequate medical and dental facilities for emergency treatment aboard commissioned (uss) transports. Non-commissioned (usns) transports, however, do not have dental officers on board. While the medical facilities will have an ample stock of standard drugs, if your dependent requires a special medicine it is suggested that an adequate supply be carried by the dependent.

• **Dental treatment:** Dependents will receive dental service only in emergencies on board ship. Dependents of personnel of the Navy and Marine Corps are warned that dental treatment is not available from civilian or naval sources at most outlying stations outside the continental limits of the United States.

Prior to departure from the continental limits, all dependents should receive a dental examination and have such treatments as are necessary accomplished to assure that they will probably not require dental treatment while at an outlying station.

For the protection and health of the passengers, the hours of sunbathing are regulated in accordance with the recommendations of the medical officer.

PETS

Despite the pleasure which most pets afford their owners, the expense, inconveniences and restrictions which are involved in their transportation

or entry into certain overseas destinations should be carefully weighed before deciding to take a pet on the trip.

• During the winter months conditions in the Atlantic are such that pets are not permitted to be transported on passenger transports due to the safety, health, and comfort of the animal. Therefore, no pets are accepted for transportation in MSTs ships which can not be shipped outbound from New York by 1 October, or arrive inbound at New York by 1 November. Transportation of pets in MSTs cargo vessels will still continue, but it will be necessary to comply with all the instructions outlined in the below paragraphs.

• If you do decide to take your pet with you the following instructions are in effect on board MSTs transports:

• Only dogs, cats and monkeys may be transported.

• The dependent must make application for the transportation of the pet when application is made for his or her own transportation.

Pets unaccompanied by owner or caretaker will not be accepted for transportation on board passenger transports.

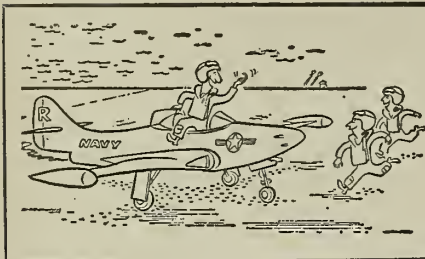
• Owners of pets must ascertain whether pets will be permitted to land at the port of destination before applying for transportation.

• Each pet must be crated in a container of sufficient size to accommodate it throughout the voy-

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 39

- (b) James Lawrence.
- (b) *Chesapeake and Shannon*. The 36-gun *Chesapeake* under Lawrence engaged the 38-gun British *Shannon* 18 miles off *Boston Light* (1 June 1813). *Chesapeake* was captured by boarding after a 15 minute battle. Lawrence, mortally wounded and while being carried below, cried in delirium "Don't give up the ship!" Perry's flagship in the Battle of Lake Erie bore Captain Lawrence's name, and flew the flag bearing Lawrence's now-famous words.
- (a) Gun line.
- (c) Messenger (to which the heavier hauling, towing, etc., lines are bent in succession as necessary).
- (b) F9F *Panther*.
- (a) Carrier-based fighter.



age. It shall be delivered at the owner's expense as directed by the loading authority. The owner shall provide suitable utensils for feeding and watering the animal.

- The owner of the pet must (1) present evidence that the animal has been inoculated with an approved rabies vaccine within six months

prior to embarking and (2) submit a statement signed by a veterinary or a medical officer that the animal has been inspected and found to be free from demonstrable diseases involving emaciation, lesion of the skin, nervous system disturbances, jaundice or diarrhea. The statement shall also certify that in the opinion of the veterinary or medical officer the animal in no way presents a health hazard to any human. The physical examination of the pet shall be carried out within 10 days prior to departure from the United States.

- Prior to embarkation of the pet, the owner or caretaker will be required to sign a statement to the effect that the Navy will in no way be responsible for the pet's safety; that the owner or caretaker will provide food for the voyage and be responsible for the feeding, watering and exercise; cleaning of the crate and exercise area; and that the animal will be confined to the crate during the voyage except for the exercise periods.

- Because of incidents involving dogs biting other pets, crew members, and passengers, while out of crates on leash, it is required that all dogs on board MSTs ships be adequately muzzled when not in kennels and whenever taken from the kennels for exercise or other purposes.

ARRIVAL AT OVERSEAS PORT

When the ship arrives at the port of debarkation overseas, passengers will be required to be met by representatives of the area commander, and in some instances, by representatives of the community where you are going to reside.

Where rail travel is used, day coaches are provided for journeys of short duration during daylight hours, and sleeping cars for overnight trips. It is the desire of the military to move your dependents from the port of debarkation to their new home as quickly as possible, but

where transportation facilities are limited, the dependent may have to stay overnight at the port.

It is advisable that your dependents have sufficient funds in U. S. currency to defray the cost of any unforeseen expense that may arise due to any emergency such as a delay in departure of the ship which would require the dependents to stay at a hotel, or expenses incident to awaiting transportation from the port of debarkation to your destination.

USS Wisconsin's Community Chest Fund Goes to Madison

Navy ships and the states or cities for which they are named have a friendly feeling toward each other that is recognized in many ways.

One custom that is now taking hold is to make the namesake locality the recipient of the sailors' charitable contributions.

Typical of this is the case of *USS Wisconsin* (BB 64) whose crew, having collected \$2,282 for the Community Chest, decided to contribute it to the city of Madison, capital of Wisconsin.

A note accompanying the gift said that the money was "intended for children and youth organizations" and "reflects the traditional love of children which is characteristic of Navymen."

Secretary of the Navy Dan A. Kimball, informed of this act of generosity by the Mayor of Madison, commented that the Navy likes to "maintain a close bond of kinship between its personnel and the people of the cities and states for which ships are named."

"In the past," SecNav continued, "this warm association has been manifested largely by many friendly gestures by the public toward naval personnel serving on board their namesake ships. The return gesture by this ship shows the Navy's appreciation of the public's interest."

Figures Prove Logistics Plays Big Conflict Role

Some interesting facts regarding trans-ocean logistics—one of the Navy's prime responsibilities—have been given by Admiral William M. Fechteler, USN, Chief of Naval Operations.

- The total cargoes discharged in Korea have averaged more than 60 pounds per man *per day*. This is well above the World War II average of 44 pounds per man per day.

- In the first year of fighting in Korea the cargo tonnage shipped by sea to the Far East already equaled about one-third of the total tonnage shipped—during the entire length of World War II—by the Army Transport Service from West Coast ports.

- So far, the number of passengers moved by sea to the Far East during the Korean conflict is more than one-half the number carried during all of World War II by ATS from West Coast ports.

- For every passenger carried by air lift, 12 have been carried by sea during the same period. And one ton of cargo has gone by air for every 325 tons moved by sea.

Latest Motion Pictures Listed For Distribution To Ships, Overseas Bases

The latest 16-mm. films available from the Navy Motion Picture Exchange, Brooklyn 1, N. Y., are listed below. For the convenience of personnel requesting films, program numbers follow the title of each picture. Technicolor pictures are designated by (T). Distribution of these films began in February.

ALL HANDS will list from time to time motion pictures available from U. S. Navy Motion Picture Exchange, Bldg. 311, U. S. Naval Base, Brooklyn 1, N. Y.

Whistle at Eaton Falls (803): Drama; Lloyd Bridges, Dorothy Gish.

Golden Horde (804) (T): Drama; David Farrar, Ann Blyth.

It's a Big Country (805): Drama; Ethel Barrymore, Keefe Brasselle.

The Bushwackers (806): Crime melo-

drama; John Ireland, Wayne Morris.
The Wild Blue Yonder (807): War melodrama; Wendell Corey, Vera Ralston.

Starlift (808): Comedy, Ruth Roman, Gordon McRae.

Crazy Over Horses (809): Comedy; Leo Gorcey, Huntz Hall.

The Racket (810): Melodrama; Robert Mitchum, Liz Scott.

Meet Danny Wilson (811): Musical melodrama; Frank Sinatra, Shelley Winters.

Honeychile (812): Comedy, Judy Canova, Eddie Foy, Jr.

Chicago Calling (813): Melodrama; Dan Duryea, Mary Anderson.

Callaway Went That A Way (814): Comedy; Fred MacMurray, Dorothy McGuire.

Double Dynamite (815): Comedy; Frank Sinatra, Jane Russell.

Varieties On Parade (816): Musical; Jackie Coogan, Mildred Mulcahy.

Golden Girl (817) (T): Comedy, musical; Mitzi Gaynor, Dennis Day.

The Strange Door (818): Melodrama; Charles Laughton, Boris Korloff.

Happy Go Lovely (819) (T): Musical; David Niven, Vera-Ellen.

Harlem Globe Trotters (820): Basketball; Thomas Gomez, Dorothy Dandridge.

Magic Carpet (821): Adventure; Lucille Ball, John Agar.

Steel Fist (822): Melodrama; Roddy McDowell, Kristine Miller.

The Light Touch (823): Drama; Stewart Granger, Pier Angeli.

The Family Secret (824): Melodrama; John Derek, Jody Lawrence.

The Highwayman (825): Melodrama; Philip Friend, Wanda Hendrix.

Westward The Women (826): Western melodrama; Robert Taylor, Denise Daele.

Man in the Saddle (827): Western; Randolph Scott, Alexander Knox.

Elopement (828): Comedy, Clifton Webb, Anne Francis.

Barefoot Mailman (829): Melodrama; Robert Cummings, Terry Moore.

Distant Drums (830) (T): Drama; Gary Cooper, Mari Aldon.

I'll See You in My Dreams (831): Musical; Doris Day, Danny Thomas.

Shadow in the Sky (832): Drama; James Whitmore, Nancy Davis.

Texas Carnival (833) (T): Musical; Esther Williams, Red Skelton.

The Whip Hand (834): Drama, Elliott Reid, Carla Balenda.

Decision Before Dawn (835): Drama; Richard Baschart, Gary Merrill.

The Sellout (836): Melodrama; Walter Pidgeon, Audrey Totter.

Finders Keepers (837): Melodrama; Tom Ewell, Julia Adams.

Across the Wide Missouri (838) (T):

Cold Weather Boots Keep Out Hot Explosives Also

The "thermos" boots now worn by the Marines fighting in Korea were originally designed to prevent frostbite of the feet, but they have turned up an unexpected benefit.

The boots have saved several men from having their feet permanently maimed or blown off by land mines and other explosives, according to reports from the First Marine Division. The Leathernecks' new footgear is able to absorb much of the shock of explosions, if not the metal fragments.

The boots were initially procured by the Marine Corps to protect men's feet against freezing temperatures as low as 40° below. Since the discovery of the additional protection against land mines, Marine Corps Headquarters has been testing the boots to improve their shock resistant qualities.

Naval Hospital in Japan Is Honored for Service

The Navy Unit Commendation Ribbon has been awarded to all personnel attached to and serving with U.S. Naval Hospital, Yokosuka, Japan, for the period 5 Dec 1950 to 15 Jan 1951.

With inadequate facilities already overtaxed during the process of expanding from a 100-bed dispensary to an 800-bed hospital, the limited staff of the Hospital worked long, arduous hours, sacrificing much-needed rest to provide the necessary hospitalization and treatment for nearly 6,000 war casualties and other patients. More than 2,000 of these were received 6-7 December, mostly Marines wounded when suddenly trapped by aggressor forces in the Chosin Reservoir area.

This marks the fourth Navy Unit Commendation to be awarded since the beginning of the Korean war. The first went to members of a special operations group in Amphibious Group One, PacFlt; the second was awarded to six destroyers comprising Task Element 90.62; and the third NUC went to Underwater Demolition Team One.

Western; Clark Gable, John Hodiak.

Purple Heart Diary (839): Melodrama; Francis Langford, George Holden.

Street Bandits (840): Crime Melodrama; Robert Clark, Penny Edwards.

Ten Tall Men (841) (T): Adventure; Burt Lancaster, Jody Lawrence.

Lone Star (842): Western; Clark Gable, Ava Gardner.

Storm Over Tibet (843): Drama; Rex Reason, Diana Douglas.

The Girl on the Bridge (844): Drama; Hugo Haas, Beverly Michaels.

Fixed Bayonets (845): Melodrama; Richard Basehart, Mike O'Shea.

Streetcar Named Desire (846): Drama; Vivien Leigh, Marlon Brando.

Sailor Beware (847): Comedy; Dean Martin, Jerry Lewis.

Model and the Marriage Broker (848): Comedy; Jeanne Crain, Scott Brady.

As You Were (849): Melodrama; William Tracy, Joe Sawyer.

Just This Once (850): Comedy; Peter Lawford, Janet Leigh.

I Want You (851): Drama; Dana Andrews, Dorothy McGuire.

Hong Kong (852) (T): Adventure; Ronald Reagan, Rhonda Fleming.

For Men Only (853): Melodrama; Paul Henreid, Margaret Field.

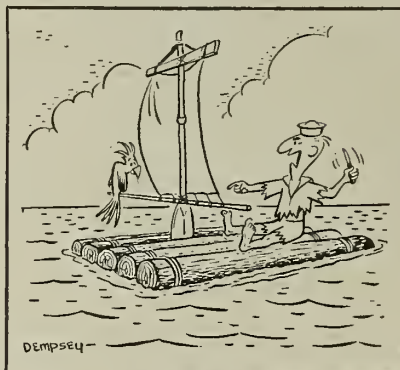
Two Tickets to Broadway (854) (T): Musical; Janet Leigh, Tony Martin.

Summary of Action on Current Legislation of Interest to Naval Personnel

A summary of new legislation and action on previously reported bills which has been taken by the 82d Congress in its second session is reported below.

Only new bills of interest to naval personnel and veterans, and changes in the status of previously discussed legislation are reported, covering generally the four-week period immediately prior to the date this issue goes to press. The last roundup was carried in the March 1952 issue, page 54.

Military Pay Increase—H.R. 5715: passed by House, now reported to Senate as approved, with amendments, by Senate Armed Services Committee. The House bill would provide an increase of 10 per cent in pay and 10 per cent on quarters and rations allowances for members of the uniformed services (including retired personnel). The amended bill as recommended by the Senate Armed Services Committee differs in several respects from the House bill, and the amount of increase would vary, depending on differing circumstances, as follows: (1) All officers and enlisted personnel would receive an increase in their *basic pay* of three per cent. (2) Monthly increases in *quarters allowances for officers* (including warrant officers) would be: officers without dependents—none; officers with one or two dependents—\$10; officers with three or more dependents—\$20. Monthly increase in *quarters allowances for enlisted persons*: with no dependents—\$6.00; with one dependent—from \$6.00 to \$12.50; with two dependents—\$12.50; with three or more dependents—\$15. (3) *Subsistence allowance for officers* would be increased by \$12 monthly. *Subsistence allowance for enlisted personnel*, when rations in kind are not available, would be increased from \$2.25 per day to \$2.75; when no government mess is available, the increase would be from \$3 per day to \$3.30. (4) The pay of *retired personnel*, being a determined percentage of the basic pay of the individual at time of retirement, would be increased by three per cent, and retired personnel would not benefit from the increased allowances in quarters and subsistence.



"It's eggs or else . . ."

(5) *Midshipmen and aviation cadets* would receive an increase in pay of three per cent only. (6) The bill would be effective on the first day of the month following enactment.

Korean Veterans' GI Bill—H.R. 6756, H.R. 6757: introduced; the former bill would extend to persons serving in the armed forces during the present hostilities the same loan benefits authorized for World War II veterans by Title III of the Servicemen's Readjustment Act of 1944 (GI Bill); the latter bill would grant broader benefits, extending certain educational, employment, loan and other benefits to personnel serving in the present hostilities.

Veterans Educational Benefits—H.R. 6425, H.R. 6426, H.R. 6427, H.R. 6428, H.R. 6432, H.R. 6579, H.R. 6462, S. 2606 (all related bills): introduced; to provide vocational readjustment and to restore lost educational opportunities to certain personnel who served in the armed forces on or after 27 June 1950.

Extensions of Educational Benefits—S. 2565: introduced; to extend the period within which GI courses of instruction may be initiated by veterans unable to avail themselves of such benefits because of illness or physical disability.

Disability compensation—H.R. 6469, H.R. 6855: introduced; to increase rates of compensation to veterans for the loss or loss of use of one hand or one foot together with blindness of one eye. Another bill is S. 2640: introduced; to revise requirements for award of additional disability compensation to veterans who have dependents and whose

service-connected disability is not less than 10 per cent. A fourth bill is S. 2451: introduced; to increase all monthly rates of disability pension and death compensation payable to veterans and their dependents by 20 per cent.

Service-Connected Illness—H.R. 5892, S. 2465: introduced; to liberalize the basis for establishing wartime service connection for active tuberculosis, multiple sclerosis and psychoses.

Dependents of Deceased Veterans—H.R. 6768: introduced; to increase the monthly rates of pension payable to certain dependents of deceased veterans of World Wars I and II, and of the Korean conflict. (See also S. 2451, above).

Reserve Obligated Duty—H.R. 6434: introduced; to amend the UMTS Act to provide that members of the Inactive or Volunteer Reserve who served during World War II shall be released from active duty upon completing 12 months' active duty after 24 June 1950. (Related bills, previously covered, are H.R. 5901, H.R. 6046, H.R. 6211, H.R. 6297.)

Home and Farm Veteran Loans—H.R. 5893: passed by House, with amendments; to authorize a sum not to exceed \$125,000,000 for the purpose of making additional funds available to V.A. for direct home and farmhouse loans to eligible veterans, under the Servicemen's Readjustment Act of 1944 (GI Bill), in those cases where loans at four per cent interest rates are not available from private sources.

Withholding Officers' Pay—H.R. 6601, S. 2727: introduced; to extend to the Secretary of the Navy the authority to withhold officers' pay on account of indebtedness to the U.S. which is admitted or shown by court judgment, but not otherwise unless upon special order by the Secretary.

Burial Rights—H.R. 6782: introduced; to make it unlawful to refuse burial facilities to a member or former member of the armed forces because of his race, color or origin.

Free Postage—H.R. 6595: introduced; to authorize free postage for military personnel injured in Korea and hospitalized outside U. S.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

NavActs

No. 2—Establishes monetary rations allowances of \$1.36 at all ships and stations within or outside continental U. S. at which the average number subsisted daily is 149 persons or less, and establishes monetary rations allowance of \$1.19 at those activities where average number subsisted daily is 150 or more.

No. 3—Sets 15 Mar 1952 as deadline for receipt of applications from officers applying for Guided Missiles course at Fort Bliss, Tex., where classes will convene in May and September 1952, and January 1953.

BuPers Circular Letters

No. 17—Modifies BuPers Circ. Ltr. 97-51 (NDB, 15 June 1951) in that applicants for appointment in the Pharmacy Section, Medical Services Corps, are no longer required to be registered.

No. 18—Lists BuPers Circular Letters and Alnavs which have been superseded, incorporated in other publications, or considered to have served their purpose, and thereby cancelled.

No. 19 — Announces convening dates of selection boards to recommend Reserve officers for promotion to the temporary grades of lieutenant commander and lieutenant.

No. 20—Outlines procedures for handling American Red Cross inquiries relating to service personnel and their families, in connection with such matters as dependency or hardship discharges, humanitarian transfers, emergency leaves, leave extensions and family welfare reports.

No. 21—Lists dates of service-wide competitive examinations for enlisted personnel during month of July 1952.

No. 22—Lists names of USN and USNR officers on active duty recommended for temporary promotion to grade of lieutenant.

No. 23—Pertains to Roster of Officers (Form NavPers 353—Rev. 10-48) and the required security classification assigned to rosters of intelligence officers.

No. 24—Revises and brings up-to-date eligibility requirements and processing procedures for enrollment of enlisted personnel in Officer Candidate School, leading to Reserve appointments under the OCS program.

No. 25—Specifies that the new state absentee ballot application (Standard Form 76) is the only one to be distributed by voting officers and used by personnel, since earlier forms will no longer be honored by all state voting authorities.

No. 26—Announces early distribution of pamphlet entitled 1952 *Voting Information* (NavPers 15850) and a voting poster (NavPers 15849), copies of which will be distributed to all ships and stations for use by voting officers. (The material is not designed for distribution to individuals.)

No. 27 — Concerns security requirements.

No. 28 — Modifies BuPers Circ. Ltr. 25-51 (NDB, Jan-June 1951) on instructions and procedures regarding Naval Aviator Disposition Boards.

No. 29—Announces eligibility requirements for correspondence course in economic mobilization offered by Industrial College of the Armed Forces.

No. 30—Adds new addresses and changes to be made in the Supplement No. 1 (NavPers 15832-A) of *Referral Directory for Navy Veterans' Counselors*.

No. 31—Provides instructions on the Armed Forces Identification Card and the new Geneva Conventions Identification Card, and regulations on issuance of these cards to naval personnel.

No. 32—Revises regulations covering the Officer Data Card (NavPers 340—Rev. 10-51) to include additional information from naval aviators, and now requires that the card be submitted by enlisted aviation pilots.

No. 33—Explains why there has not been promulgated a list of foreign shore activities for the purpose of officer rotation between duty afloat and ashore.

Along about the time a man learns his ship's length, beam, draft and armament, he also learns its "weight." What is this weight? Is it gross tonnage, net tonnage, full load displacement, light displacement or standard displacement? You can eliminate the



two "tonnages" since these are merchant shipping terms. In fact they are not even measurements of weight. They are volumetric units of 100 cubic feet (a measurement of space).

★ ★ ★

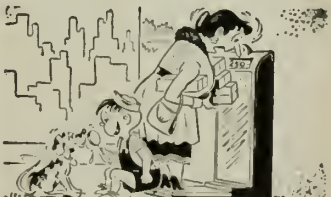
Standard displacement is the term most used with Navy ships. Congressional appropriations specify standard displacements and ships are built accordingly. That's the term you refer to when you say a "45,000-ton CVB 11 or a "13,600-ton CA." Standard displacement is the full load



weight of a vessel complete, fully manned and ready for sea, but without the weight of fuel oil and reserve feed water. Included in the standard displacement are the weights of the provisions, stores, ammunition, potable (fresh) water and the ship's company.

★ ★ ★

Light displacement is applied to all vessels and is the displacement of the vessel completed, ready for service in every respect, including per-



manent ballast (solid and liquid) and liquids in machinery at operating levels without any items of consumable or variable load and without airplanes.

BOOKS:

NEW BOOKS COVER THE KOREAN WAR

ADDITIONAL VOLUMES of fiction and non-fiction are headed for ship and station libraries. Here are some of the latest:

• *Battle Report, Vol. VI (The War in Korea)*, by CAPT Walter Karig, USNR; CDR Malcolm W. Cagle, USN, and LCDR Frank A. Manson, USN; Rhinehart.

This sixth volume of the Battle Report series goes light on the geopolitical, logistical and purely operational aspects of the Korean War. Instead, it deals with the war in the light of the men who are fighting it.

Battle Report VI portrays the sailors, soldiers, marines—their faces, voices and words—in the actions on that perilous peninsula. The stand at the Pusan perimeter, the invasion at Inchon (where the tidal range is measured in fathoms), the Marine evacuation at Yudami—these are some of the actions described.

Some 200 photographs and eight full-page maps, plus the naval casualty lists and decorations, round out this account, which was prepared from official sources.

* * *

• *Division Officer's Guide*, by Commander John V. Noel, Jr., USN; U. S. Naval Institute.

This book might be considered a companion piece to the well-known *Watch Officer's Guide*. In contrast to the latter, it deals with the functions and obligations a young officer encounters when he is not on watch.

Organization, training, inspections, administration, welfare and recreation are among the chapter headings. These in turn break down to a treatment of such varied subjects as: watch, quarter and station bills, planning work, drills, Uniform Code of Military Justice, on-the-job training, investigation of offenses, and locker and bag inspections.

The author, an instructor at the Naval Academy, has a rounded background in shipboard duty. His experience in gunnery, navigation, engineering, damage control and communication billets gives authority to the handbook. Young officers will find this book a valuable addition to their personal bookshelves.

• *Murder, Maestro, Please*, by Delano Ames; Rinehart and Company.

This is another of the Dagobert and Jane Brown mystery tales. Jane Brown is a mystery fiction writer. Dagobert plays detective to supply his wife with material to write about. Together they manage to get into pretty improbable situations with pretty impossible characters.

Perdita, Dagobert's niece, confesses shooting Johnny Corcoran, RAF ace, lady-killer, blackmailer and traitor, because her love affair wasn't panning out. But Johnny's body is found in the wreckage of his car, at the bottom of a gorge. Was he really shot? Did Perdita kill him? Who moved the body? What does Kitson, the crotchety, alcoholic harpsichordist, have to do with it all?

If you like murder, suicide, intrigue, spiced with lots of crisp and crackly dialogue, then just let Jane Brown tell you about *Murder, Maestro, Please*.

* * *

• *Troopship*, by Kate Holliday; Doubleday and Company.

This short volume tells the story of life on board an MSTs troopship. It begins with the boarding at the San Francisco port of embarkation and ends with the men going ashore at an unidentified island presumably near Korea.

One gets brief glimpses of shipboard life—including a description of mass seasickness. Primarily, however, the author is interested in presenting vignettes of the individuals on board. You meet lucky Barry, who cleans up at cards; Jamie, ex-music critic and editor of the ship's paper; small, quiet Max; and many others.

All in all the book makes for interesting reading, despite the fact that a "woman's touch" shines through much of the writing.

* * *

• *Where Winter Never Comes*, by Marston Bates; Charles Scribner's Sons.

The author of *The Nature of Natural History* has come up with a fine volume on the tropics. *Where Win-*

ter Never Comes is not a nature book, however. It deals with geography, of course, but it discusses people from both historical and sociological points of view.

Easily drifting from page to page, the reader will pick up a wealth of knowledge about the earth's hot regions. He'll meet people—as individuals and as civilizations. Clothing—the "white man's burden" in the tropics—food and drink, diseases, forms of government, are among the many topics discussed.

This is no weighty treatise. Bates' style is casual, unaffected. In short, this is a good book with which to learn about the sometimes sunny, sometimes rainy climes. It's a welcome addition to any library.

* * *

• *Hold Back the Night*, by Pat Frank; J. B. Lippincott Company.

Mr. Frank's third novel concerns Dog Company—a Marine company fighting in Korea. It concerns Captain Mackenzie. It concerns Sergeant Ekland, who reported "These are not stragglers, sir. This is Dog Company" at the end of a long, running fight to the Korean coast. And it concerns a bottle of Scotch.

Mackenzie's wife had given him a bottle of Scotch for an "important occasion." The captain carried it with him, never seeming to find an occasion important enough. Despaired of saving his men, he decides to split the bottle with them. Suddenly his exhausted, bedraggled men don't seem so exhausted and bedraggled. With a supreme effort they might make it back to their own lines after all.

The bulk of the yarn deals with this "supreme effort." Some of the men inevitably fall. Captain Mackenzie, himself, and young Tinker are wounded; a plane picks them up and carries them back to safety. Eventually, Sergeant Ekland, now custodian of the bottle of Scotch, leads the men to the American lines. The bottle of Scotch is still intact, its seal unbroken.

Frank's novel makes for exciting reading. One gets a close look at a group of ordinary fighting men—men who can be heroic when the chips are down, men who can wish they were "home with mother," too, when things look bleak. This is one of those books that is hard to put down until it's finished.



MAHAN'S "The Influence of Sea Power Upon History"

Captain Alfred Thayer Mahan, USN, published in 1890 a work that was to become one of the most widely read books by students of naval and military history. His interesting statements concerning the influence of sea power upon the American Revolutionary War (only a very small segment of the entire work) are covered in this book supplement.

The name of Alfred Thayer Mahan is known throughout the world as that of one of the greatest naval thinkers and historians. When he published his book "The Influence of Sea Power Upon History" in 1890, he exerted a widespread influence which in itself may be said to have had some effect in changing the course of history.

Mahan wrote about principles and precedents, tactics and strategy, and he traced the course of history as it has been influenced by sea power, from the days of the galleys, through the era of the sailing vessels down to the steamships of today.

The German Kaiser read the book, annotated its pages, and placed copies in every ship of the German Fleet. Officers of the Japanese Navy, which was then rising, read it carefully. More of Mahan's works, the author himself said, were translated into Japanese than into any other tongue.

How did sea power, for example, cause the defeat of Hannibal, and what were the lessons to be learned? What effect did it have upon Napoleon? How did sea power figure in the rise and fall of nations?

These are a few of the many questions that are raised—and answered—by Mahan in his best known and greatest work—"The Influence of Sea Power Upon History". But in addition to this he wrote many other books which will be of vast interest to the Navyman who is interested in the meaning and significance of navies in world affairs.

Why should we interest ourselves in the sea power of the past? Mahan answers this question thus: "The study of sea history of the past will be found instructive, by its illustration of the general principles of maritime war, notwithstanding the great changes that have been

brought about in naval weapons by the scientific advances of the past half century." He adds that "while many of the conditions of war vary from age to age with the progress of weapons, there are certain teachings in the school of history which remain constant, and being, therefore, of universal application, can be elevated to the rank of general principles."

To dramatize the contents of "The Influence of Sea Power Upon History" for those readers who do not know Mahan, to pique their interest and encourage them to read further for themselves, the following book supplement covers Mahan's views of the influence of seapower upon the American revolution. Mahan said: "To Americans, the chief interest of [the Revolutionary] war is found upon the land; but to naval [personnel the chief interest is] upon the sea, for it was essentially a sea war."

In the following pages, in greatly abridged form, Mahan explains his reason for making this statement.

ENGLAND viewed with disquietude the growth of the French navy [after the Peace of Paris in 1763] and would gladly have nipped it betimes. Internal commotions, such as are apt to follow great wars, and above all the controversy with the North American colonies, which began as early as 1765 with the well-known Stamp Act, conspired with other causes to stay the hand of England.

At the time when the troubles in the North American colonies were fast coming to a head, [France,] under youthful Louis XVI, [continued] the policy of peace on the continent, of friendly alliance with Spain, and of building up the navy in numbers and efficiency.

This was the [French] foreign policy, directed against

MAHAN'S "Influence of Sea Power"

the sea power of England as the chief enemy, and toward the sea power of France as the chief support of the nation. The instructions which [Louis XVI] gave to his ministers show the spirit with which his reign was inspired:—

"To meddle adroitly in the affairs of the British colonies; to give the insurgent colonists the means of obtaining supplies of war, while maintaining the strictest neutrality; to develop actively, but noiselessly, the navy; to repair our ships of war; to fill our storehouses and to keep on hand the means for rapidly equipping a fleet at Brest and at Toulon, while Spain should be fitting one at Ferrol; finally, at the first serious fear of rupture, to assemble numerous troops upon the shores of Brittany and Normandy, and get everything ready for an invasion of England, so as to force her to concentrate her forces, and thus restrict her means of resistance at the extremities of the empire."

Such instructions show that an accurate forecast of the situation had been made, and breathed a conviction which, if earlier felt would have greatly modified the history of the two countries. The execution was less thorough than the conception.

We have come, therefore to the beginning of a truly maritime war. Waged, from the extended character of the British Empire, in all quarters of the world at once, the attention of the student is called now to the East Indies and now to the West [Indies]; now to the shores of the United States and thence to those of England; from New York and Chesapeake Bay to Gibraltar and Minorca, to the Cape Verde Islands, the Cape of Good Hope, and Ceylon. Fleets now meet fleets of equal size, and the general chase and the melee are for the most part succeeded by wary and complicated manoeuvres, too often barren of decisive results as naval battles, which are the prevailing characteristic of this coming war.

The superior tactical science of the French succeeded in imparting to this conflict that peculiar feature of

their naval policy, which subordinated the control of the sea—by the destruction of the enemy's fleets—to the success of particular operations, the retention of particular points, the carrying out of particular ulterior strategic ends. It is not necessary to endeavor to force upon others the conviction of the present writer that such a policy, however applicable as an exception, is faulty as a rule. All persons responsible for the conduct of naval affairs should recognize that the two lines of policy, in direct contradiction to each other, do exist.

Consideration of the relative force of the two navies, [now brings us to] the date of the opening of the American Revolutionary War.

As to the sea warfare in general, the colonists could make no head against the fleets of Great Britain, and were consequently forced to abandon the sea to them, resorting only to a cruising warfare, mainly by privateers, for which their seamanship and enterprise well fitted them, and by which they did much injury to English commerce.

By the end of 1778 the English naval historian estimates that American privateers had taken nearly a thousand merchant-ships, valued at nearly £2,000,000; he claims, however, that the losses of the Americans were heavier. They should have been; for the English cruisers were both better supported and individually more powerful.

The course of warfare on the sea gave rise, as always, to grievances of neutrals against the English for the seizures of their ships in the American trade.

Such provocation, however, was not necessary to excite the enmity and the hopes of France in the harassed state of the British government. The hour of reckoning, of vengeance, seemed now at hand. The question was early entertained at Paris what attitude should be assumed, what advantage drawn from the revolt of the colonies. It was decided that the latter should receive all possible support [from France] short of an actual break with England.

Meanwhile the preparations for war, especially for a sea war, were pushed on [by the French]; the navy was steadily increased, and arrangements were made for threatening an invasion from the Channel, while the real scene of the war was to be in the colonies. There France was in the position of a man who has little to lose. Spain was differently situated. Hating England, wanting to regain Gibraltar, Minorca, and Jamaica,—no mere jewels in her crown, but foundation-stones of her sea power,—she nevertheless saw that the successful rebellion of the English colonists against the hitherto unrivalled sea power of the mother-country would be a dangerous example to her own enormous colonial system. Nevertheless, existing injuries and dynastic sympathy carried the day. Spain entered upon the secretly hostile course pursued by France.

To this explosive condition of things the news of Burgoyne's surrender [in 1777 to American forces] acted as a spark. The experience of former wars had taught France the worth of the Americans as enemies, and she was expecting to find in them valuable helpers in her schemes of revenge; now it seemed that even alone they might be able to take care of themselves, and reject any alliance.

The tidings [of Burgoyne's defeat] reached Europe on the 2nd of December, 1777; on the 16th the French foreign minister informed the commissioners of Con-

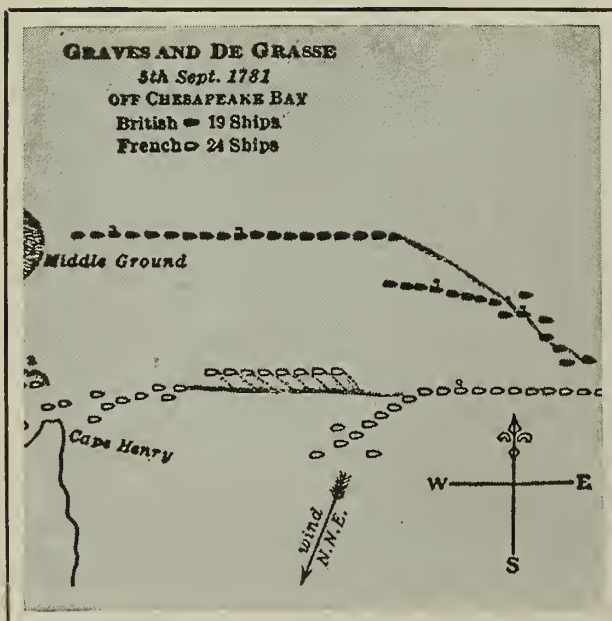


DIAGRAM shows action between ships off Cape Henry.

gress that the king was ready to recognize the independence of the United States, and to make with them a commercial treaty and contingent defensive alliance.

The alliance with France, and subsequently with Spain, brought to the Americans that which they above all needed,—a sea power to counterbalance that of England.

* * *

Before going on with the story of this maritime war, the military situation as it existed in the different parts of the world should be stated.

• On the North American continent the Americans had held Boston for two years. Narragansett Bay and Rhode Island were occupied by the English, who also held New York and Philadelphia. Chesapeake Bay and its entrance, being without strong ports, were in the power of any fleet that appeared against them. In the South, since the unsuccessful attack upon Charleston in 1776, no movement of importance had been made by the English. Canada, on the other hand, remained to the end a firm base to the English power.

• In Europe the most significant element to be noted is the state of preparedness of the French Navy, and to some extent of the Spanish, as compared with previous wars. England stood wholly on the defensive, and without allies; while the Bourbon kings aimed at the conquest of Gibraltar and Port Mahon, and the invasion of England. (The first two, however, were the dear objects of Spain, the last of France; and this divergence of aims was fatal to the success of this maritime coalition.)

• In the West Indies the grip of the combatants on the land was in fact about equal. Both France and England were strongly posted in the Windward Islands. In the greater islands, Spain should have outweighed England, holding as she did Cuba, Porto Rico, and with France, Hayti, as against Jamaica alone. Spain, however, counted here for nothing but a dead-weight; and England had elsewhere too much on her hands to attack her.

• In the East Indies France had received back her stations at the peace of 1763; but the political predominance of the English in Bengal was not offset by similar control of the French in any part of the peninsula. Powerful native enemies had, however, risen against [the British] in the south of the peninsula, both on the east and west, affording an excellent opportunity for France to regain her influence when the war broke out; but her government and people remained blind to the possibilities of that vast region. Not so England. The very days the news of the outbreak of war reached Calcutta, the [British] governor of Madras [attacked French-Held] Pondicherry.

Of these four chief theaters of the war, two, North America and the West Indies, as might be expected from their nearness, blend and directly affect each other. This is not so obviously the case with the struggle in Europe and India. Their mutual influence will be pointed out, from the part played by sea power.

(Here follows a summary of various actions, greatly abridged, which tend to show the extent of the influence of sea power in the Revolutionary War. The student is referred to Mahan's fascinating book for the extended details on strategy and tactics, principles and precedents, which were involved in this "world-wide war.")

• On the 15th of April, 1778 [America's ally], Admiral Comte D'Estaing sailed from Toulon for the American continent, having under his command 12 ships-of-the-line and five frigates. D'Estaing's progress was very slow. It is said that he wasted much time in drills, and even uselessly. He did not reach his destination, the Capes of the Delaware, until the 8th of July,—making a passage of 12 weeks. The English government had news of his intended sailing. Orders were sent to America to evacuate Philadelphia and concentrate upon New York. Lord Howe's movement was marked by a vigor and system other than D'Estaing's. First assembling his fleet and transports in Delaware Bay, he sailed from it the 28th of June, 10 days before D'Estaing arrived.

Howe went to bar the entrance to the port [of New York] against the French fleet. The problem before him was to defend a practicable pass against a fleet nearly double his own force. D'Estaing anchored outside, south of the Hook, engaged in sounding the bar. A high north-east wind, coinciding with a spring tide, raised the water on the bar to 30 feet. The French fleet got under way, and worked to a point fair for crossing the bar. Then D'Estaing's heart failed him under the discouragement of the pilots. He gave up the attack and stood away.

The inferiority of the Frenchman as a military leader, guided only by military considerations, is painfully apparent. New York was the very centre of the British power; its fall could not but have shortened the war. In fairness to D'Estaing, however, it must be remembered that other than military considerations had to weigh with him. The French admiral doubtless had instructions similar to those of the French minister, and he probably reasoned that France had nothing to gain by the fall of New York, which might have led to peace between America and England, and left the latter free to turn all her power against his own country.

• Howe, having saved New York by his diligence, had in store the further honor of saving Rhode Island by like rapid movements. The French fleet was prepared to sustain the American army in an attack upon the British works. The arrival of Howe, although his reinforcements did not raise the English fleet to over two thirds the strength of the French, upset D'Estaing's plans. On the night of the 11th of August a violent gale of wind dispersed the fleets. Great injury was done to the vessels of both. Immediately after the gale two different English fifty-gun ships, in fighting order, fell in, the one with the "Languedoc," the other with the "Tonnant," of eighty guns, having only one mast standing. Both English ships attacked; but night coming on, they ceased action, intending to begin again in the morning. When morning came, other French ships also came, and the opportunity was lost. The English fell back on New York. The French rallied again off the entrance of Narragansett Bay, but D'Estaing decided that he could not remain on account of the damage to the squadron, and accordingly sailed for Boston.

Scarcely a shot had been exchanged between the two fleets, yet the weaker had thoroughly outgeneralled the stronger.

• D'Estaing, having repaired his ships, sailed with his whole force for Martinique [in the West Indies. After losing naval engagements to the British commander Barrington, he seized St. Vincent and on the 30th of June, 1779, he sailed with his whole fleet to attack Grenada, near Barbadoes. Here he was opposed

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by the British leader Byron. The advantage was with the French, but D'Estaing did not pursue it. Although he succeeded in taking Grenada], a single transport was the sole maritime trophy of the French. D'Estaing, at the age of 30, had been transferred from the army to the navy with the premature rank of rear-admiral. The navy did not credit his nautical ability when the war broke out and it is safe to say that its opinion was justified by his conduct during it. He looked upon Grenada as the real objective of his efforts, and considered the English fleet a very secondary concern.

- During the absence of the French navy in the winter on 1778-79, the English, controlling the sea with a few of their ships that had not gone to the West Indies, [see above] determined to shift the scene of the continental war to the Southern States, where there was believed to be a large number of loyalists.

The expedition was directed upon Georgia, and was so far successful that Savannah [had fallen] into their hands in the last days of 1778. The whole state speedily submitted. Operations were thence extended into South Carolina.

Word of these events was sent to D'Estaing in the West Indies, accompanied by urgent representations of the danger to the Carolinas, and the murmurings of the [American] people against the French, who were accused of forsaking their allies, having rendered them no service. There was a sting of truth in the alleged failure to help. D'Estaing sailed for the American coast with 22 ships-of-the-line, having in view two objects,—the relief of the Southern States and an attack upon New York in conjunction with Washington's army.

Arriving off the coast of Georgia on the 1st of September, D'Estaing took the English wholly at unawares; but the fatal lack of promptness again betrayed his good fortune. Dallying at first before Savannah, the fleeting of precious days again brought on a change of conditions, and the approach of the bad-weather season impelled him, too slow at first, into a premature assault. The result was a bloody repulse. The siege was raised, and D'Estaing sailed at once for France, not only giving up his project upon New York, but abandoning the Southern States to the enemy.

The English resumed the attack upon the Southern States, which had for a moment been suspended. The fleet and army left New York for Georgia in the last weeks of 1779, and moved upon Charleston by way of Edisto. The powerlessness of the Americans upon the sea left this movement unembarrassed save by single cruisers, which picked up some stragglers—affording another lesson of the petty results of a merely cruising warfare. The siege of Charleston began at the end of March, and the city was surrendered after a siege of 40 days.

- The year 1780 had been gloomy for the cause of the United States. The battle of Camden had seemed to settle the English yoke on South Carolina, and the enemy formed high hopes of controlling both North Carolina and Virginia. The treason of Arnold following had increased the depression, which was but partially relieved by the victory at King's Mountain. The substantial aid of French troops was the most cheerful spot

in the situation. Yet even that had a checkered light, the second division of the intended help being blocked in Brest by the English fleet; while the final failure of the [French naval Leader] De Guichen to appear, and [Great Britain's] Rodney coming in his stead, made the hopes of the campaign fruitless.

On the 12th of July the long expected French succor [had] arrived,—five thousand French troops under Rochambeau and seven ships-of-the-line under De Ternay.

The keynote to all Washington's utterances is set in the "Memorandum for concerting a plan of operations with the French army," dated July 15, 1780, and sent by the hands of Lafayette;—

"In any operation, and under all circumstances, a decisive naval superiority is to be considered as a fundamental principle, and the basis upon which every hope of success must ultimately depend."

This, though the most formal and decisive expression of Washington's views, is but one among many others equally distinct.

In a memorandum letter to a special mission to France, [Washington] says:—

"Next to a loan of money, a constant naval superiority upon these coasts is the object most interesting. This would instantly reduce the enemy to a difficult defensive. . . . This superiority, with an aid in money, would enable us to convert the war into a vigorous offensive. With respect to us it seems to be one of two deciding points."

* * *

- A period of vehement and decisive action was, however, at hand. The [French Admiral] Comte de Grasse, anchoring on the 26th of July [1781] at Cap Francois, in the island of Hayti, found awaiting him a French frigate from the United States, bearing despatches from Washington and Rochambeau, upon which he was to take the most momentous action that fell to any French admiral during the War.

The invasion of the Southern States by the English, beginning in Georgia and followed by the taking of Charleston, had been pressed on to the northward by way of Camden into North Carolina. On the 16th of August 1780, General Gates was totally defeated at Camden; and during the following nine months the English under Cornwallis persisted in their attempts to overrun North Carolina.

These operations, the narration of which is foreign to our immediate subject, had ended by forcing Cornwallis, despite many successes in actual encounter, to fall back exhausted toward the seaboard. Cornwallis had now to choose between returning to Charleston, and moving northward again into Virginia. The general readily convinced himself that the Chesapeake was the proper seat of war, even if New York itself had to be abandoned. The commander-in-chief, Sir Henry Clinton, by no means shared this opinion, upon which was justified a step taken without asking him. "Operations in the Chesapeake," he wrote, "are attended with great risk unless we are sure of a permanent superiority at sea. I tremble for the fatal consequences that may ensue."

Driven back from the open country of South Carolina into Charleston, there now remained two centers of British power,—at New York and in the Chesapeake. With New Jersey and Pennsylvania in the hands of the Americans, communication between the two depended wholly upon the sea.

Washington and Rochambeau had met on the 21st of

May and decided that the situation demanded that the effort of the French West Indian fleet, when it came, should be directed against either New York or the Chesapeake. This was the tenor of the despatch found by DeGrasse at Cap Francais, and meantime the allied generals drew their troops toward New York, where they would be on hand for the furtherance of one object, and nearer the second if they had to make for it.

In either case the result, in the opinion both of Washington and of the French government, depended upon superior sea power.

The enterprise assumed the form of an extensive military combination, dependent upon ease and rapidity of movement, and upon blinding the eyes of the enemy to the real objective,—purposes to which the peculiar qualities of a navy admirably lent themselves. [De Grasse] acted with great good judgement, promptitude and vigor. The same frigate that brought despatches from Washington was sent back, so that by August 15th the allied generals knew of the intended coming of the fleet. Instead of weakening his force by sending convoys to France, as the court had wished, [De Grasse] took every available ship to the Chesapeake.

To conceal his coming as long as possible, he passed through the Bahama Channel, as a less frequented route, and on the 30th of August [1781] anchored in Lynnhaven Bay, just within the capes of the Chesapeake, with 28 ships-of-the-line. Three days before, the French squadron at Newport, eight ships-of-the-line, with four frigates and 18 transports under M. de Barras, sailed for the rendezvous; making, however, a wide circuit out to sea to avoid the English.

The troops under Washington and Rochambeau had crossed the Hudson on the 24th of August, moving toward the head of Chesapeake Bay. Thus the different armed forces, both land and sea, were converging toward their objective, Cornwallis.

The English were unfortunate in all directions. Rodney [in the West Indies], learning of De Grasse's departure, sent fourteen ships-of-the-line under Admiral Hood to North America, and himself sailed for England in August, on account of ill health.

Hood, going by the direct route, reached the Chesapeake three days before De Grasse, looked into the bay, and finding it empty went on to New York. There he met five ships-of-the-line under Admiral Graves, who, being senior officer, took command of the whole force and sailed on the 31st of August for the Chesapeake, hoping to intercept [the small French fleet of] De Barras before he could join De Grasse. It was not till two days later that Sir Henry Clinton [in charge of British land forces in the North] was persuaded that the allied armies had gone against Cornwallis and had too far the start to be overtaken.

Admiral Graves was painfully surprised on making the Chesapeake to find anchored there a fleet which from its numbers could only be an enemy's. Nevertheless, he stood in to meet it, and as De Grasse got under way, allowing his ships to be counted, the sense of numerical inferiority—19 to 24—did not deter the English admiral from attacking. The clumsiness of his method, however, betrayed his gallantry; many of his ships were roughly handled, without any advantage being gained.

De Grasse, expecting De Barras [from Newport, kept] the English fleet in play without coming to action; then returning to port he found De Barras [had arrived and

was] safely at anchor. Graves went back to New York, and with him disappeared the last hope of succor that was to gladden Cornwallis's eyes.

The allied siege [by the American and French forces, ashore and afloat] was steadily endured, but the control of the sea made only one issue possible. The English forces were surrendered October 19, 1781. With this disaster the hope of subduing the colonies died in England. The conflict flickered through a year longer, but no serious operations were undertaken.

It is easier to criticize the division of the English fleet between the West Indies and North America in the successive years 1780 and 1781, than to realize the embarrassment of the situation. This embarrassment was but the reflection of the military difficulty of England's position, all over the world, in this great and unequal war. England was everywhere outmatched and embarrassed, as she has always been as an empire, by the number of her exposed points.

The position of England from the time that France and Spain opened their maritime war was everywhere defensive, except in North America; and was therefore, from the military point of view, essentially false. She everywhere awaited attack which the enemies, superior in every case, could make at their own choice and their own time. North America was really no exception to this rule, despite some offensive operations which in no way injured her real, that is her naval, foes.

Before quitting [the discussion of the American] struggle for independence, it must again be affirmed that its successful ending, at least at so early a date, was due to the control of the sea,—to sea power in the hands of the French, and its improper distribution by the English authorities.

This assertion may be safely rested on the authority of the one man [Washington] who, above all others, thoroughly knew the resources of the country, the temper of the people, the difficulties of the struggle, and whose name is still the highest warrant for sound, quiet, unflattered good-sense and patriotism.

Washington writes to De Grasse [late in 1781]: "The general naval superiority of the British previous to your arrival, gave them decisive advantages in the South, in the rapid transport of their troops and supplies; while the immense land marches of our succors, too tardy and expensive in every point of view, subjected us to be beaten in detail." [In another letter to De Grasse, Washington says:] "Whatever efforts are made by the land armies, the navy must have the casting vote in the present contest."

A fortnight later, November 15, he writes to Lafayette, who is on the point of sailing for France:—

"As you expressed a desire to know my sentiments respecting the operations of the next campaign, I will, without a tedious display of reasoning, declare in one word that it must depend absolutely upon the naval force which is employed in these seas, and the time of its appearance next year. No land force can act decisively unless accompanied by a maritime superiority. . ."

Such, in the opinion of the revered commander-in-chief of the American armies, was the influence of sea power upon the contest which he directed with so much skill and such infinite patience, and which amidst countless trials and discouragements, he brought to a glorious close.

TAFFRAIL TALK

SOMETHING of a record for hitch-hikers has been achieved by Robert J. Luft, QM2. He hitched-hiked practically to the front lines of Korea on the chance of running into his brother, an Army cannoneer.

On a five-day rest and recuperation leave, Navyman Luft took off from his ship in Japan, got permission from local authorities, and then headed for the Korean front. Hitching rides in planes, trucks and jeeps, the young sailor finally caught up with his brother, PFC Herbert C. Luft, for a family reunion, halfway around the globe from their hometown of Monroe, Mich.

* * *

We've heard of all kinds of unique uniforms, mostly non-regulation (and short-lived), but here is one to make you scratch your head.

Take the Navy watch cap. Add the Army's olive drab shirt and ditto trousers. Then add the Navy heavy duty shoes and socks, Army belt and tie, and the bluejacket's foul weather jacket. Finally sew a Navy rating badge on the left sleeve of



the O.D. shirt, and you have the uniform of a sailor on the unified Army, Navy and Air Force staff, Iceland Defense Force.

This soldier-sailor outfit, worn by J. R. Ewing, JOC, USN, was issued at the icicle outpost, not far from the Arctic Circle, for protection against the cold.

* * *

Taking leave from his job on the delivery line of FASRon 701's repair and maintenance crew, a chief aviation machinist mate took on another delivery job in an emergency, and came through with flying colors.

John P. Weise, attached to NAAS Miramar, Calif., was speeding down a highway with his wife in a pre-dawn race with the stork. The stork arrived with the car still several miles from the nearest hospital.

Accepting an emergency assignment as midwife and doctor, Chief Weise went into action, and in a matter of minutes had delivered a son, Kevin James Weise. The Weise family, now three, then proceeded to the hospital where they were met with admiration and helping hands.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 21 May 1951, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Work continues on the Wisconsin (BB 64) in swirling snow and freezing temperatures as the hose is being laid preparatory to refueling a DD in Korea. ➡



**UNITY
STRENGTH
FREEDOM**



ARMED FORCES DAY ★ 17 MAY

D 208.31423

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

NAVPERS-O

MAY 1952



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MAY 1952

Navpers-0

NUMBER 423

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• FRONT COVER: USS *Pickrel* surfacing at a 48 degree up-angle. See story on page 35.

• AT LEFT: Marine Corps Recruit Depot Band and huge crowd welcome the aircraft carrier USS *Essex* (CV 9) at San Diego upon its return from Far East.

CREDITS: All photographs published in *All Hands* Magazine are official U.S. Navy photos released through the Department of Defense, unless otherwise designated.





PORTRAIT of *Richard E. Kraus* as DD 849. The ship, now reclassified as AG 151, has fired more than a million rounds.

She Tests the Guns of Tomorrow's Navy

ANY SHIP that bats out over a million rounds of ammunition in less time than it takes a man to earn a hashmark has been doing a lot of shooting. One ship in the Navy that tops the million mark is *USS Richard E. Kraus* (AG 151), whose record far surpasses that of the fightingest USN ships during their entire careers. *Kraus*, operating out of Norfolk, Va., does all this shooting for "test and evaluation" purposes.

As a unit of the Navy's Operational Development Force, *Kraus* gives "road tests" to new gear. During these tests, kinks in the gear are ironed out and the operational value and seaworthiness of the equipment are determined. In addition to all this, each item is checked out to see how it lends itself to operation by average service personnel.

The "AG" designation of *Kraus* makes her an auxiliary-unclassified, but she is usually referred to as an experimental gunnery ship. Commissioned at Boston Naval Shipyard in May 1946 as DD 849, she joined OpDevFor in November 1946.

For the past five years her primary

duty has been to carry out gunnery evaluation exercises. Many persons will ask, "Why does this have to be done aboard ship? Why can't it be done at some shore installation?"

The fact is that the gear she tests has already been tested on shore, most of the guns and gunnery systems having been tested at the Dahlgren Naval Proving Grounds in Maryland. It's one thing to test gear under what might be called laboratory conditions; it's another thing to test the same gear under actual shipboard conditions.

Aboard ship it is subjected to the ship's rolling and pitching and to the usual shipboard vibrations. Many spaces aboard ship are subject to great variations in temperature — a condition not always encountered in laboratory testing conditions. Finally there is the ever-present shipboard

moisture, whether it's salt water spray or damp sea air.

One of the many pieces of ordnance given the "*Kraus* treatment" was the three-inch, 50-caliber rapid fire twin mount now used by most destroyers in the fleet. This mount was first installed in *Kraus* where various problems were solved and the mount was made suitable for fleet use. In the gunnery evaluation tests that proved out this gun, almost 5,000 rounds of three-inch ammunition were fired.

Not only was the complete mount put through the wringer, but the accompanying fire control system and special ammunition for this dual-purpose mount also underwent tests.

Other equipment evaluated by *Kraus* includes types varying from mattresses to fresh water cans used for abandon ship purposes, and inflatable life jackets.

The jackets were tested under working conditions, being studied for ruggedness and comfort and for flotation purposes. In the final stage of these tests the jackets were tried out in clear salt water and in salt

The Letters 'AG' in Her Name
Could Be 'Always Gunnin'
Instead of 'Auxiliary General'

water covered with fuel oil, diesel oil or gasoline. Certain types worked well in clear salt water, but when tried out in oil-covered salt water they came apart at the seams.

Many tests conducted on *Kraus* are carried out over a long period of time. One reason for this is that the new type equipment may be required to meet various—and sometimes conflicting—specifications. This, of course, tends to complicate research. An example of this problem is furnished in experiments being carried out to modify the present shipboard system of hoisting and lowering boats. Seeing a good boatswain's mate and his gang working the present shipboard rig, one might think the operation was already tops in development. Experiments on *Kraus* with different rigs, however, are for the purpose of still further improvements. Qualities that are especially desired are greater speed and at the same time greater safety.

An item of ground tackle that has undergone the *Kraus* test is the BuShips lightweight type anchor. This anchor, somewhat similar in appearance to the Danforth, is called the "LWT" anchor.

In extensive tests on all types of sea bottoms it held its own in holding tests against the familiar Navy stockless anchor. The LWT's lighter weight was the cinching factor, however. The older stockless anchor carried as a bower on most destroyer type ships weighs 4,000 pounds. This is twice the weight of an LWT doing the same job. An additional weight-saving to the tune of 500 pounds is made in each hawse pipe housing the LWT's shank and anchor cable connections.

The more recently constructed DDE's are already carrying 2,000-pound LWTs; the heavier 3,675-ton Mitscher class destroyers will carry 3,000 pound LWTs. This is still half a ton lighter than anchors carried by most destroyer-type ships which are rated at 2,250 tons or less.

Electronic gear is another type of equipment that is tested and evaluated by *Kraus*. This includes radar and radio equipment.

Manning all the various types of gear and giving it the necessary tests call for a lot of technicians. As a result, *Kraus* has a large proportion of ETs, FTs, ICs and the like. Officer personnel with technical specialties and top civilian scientists also are

seen on board *Kraus*, especially when new gear is being installed or put through the paces.

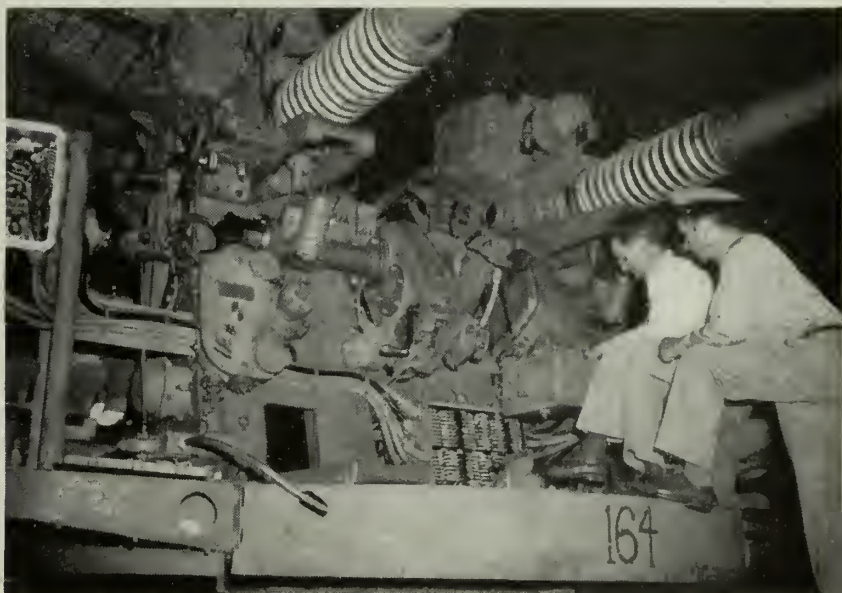
Even with the best techs in the world around, things can get out of whack. During one period when a full load of technical experts was aboard, the fire control system began acting up. At first it was on and off—much like a lamp with a loose socket connection. Then it became worse and soon the entire system fogged out. The cause of the trouble baffled everyone, even the BuShips experts who were called in to look the system over. After several months, the trouble was finally discovered. A single broken wire among several intact wires in an armored power cable turned out to be the villain.

Around NOB Norfolk, *Kraus* is often called the "BBF" ship. This means "Be back Friday," a term that grew out of its schedule of putting out to sea at the first of the week for its experimental operations and returning to port on Friday. The return to port is to take on provisions and to make repairs and adjustments on the gear undergoing evaluation tests.

Despite all the shooting that goes on during the daily work when underway, the crew apparently doesn't get its fill of gunfire. At the end of the day's activities, when *Kraus* drops her hook off shore in some isolated anchorage, a portable trap is set up on the fantail, shotguns are broken out and the crew bangs away in a trapshoot.



LIFEJACKETS of all types are also subjected to tests for ruggedness and comfort by the men of OpDevFor's unique floating proving ground.



THREE-INCH 50 caliber gun, shown here at Naval Gun Factory where it was developed, was installed on Fleet destroyers after it passed the 'Kraus test.'

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **SEND THE NEGATIVE** — When sending photographs to the Navy Department and the Department of Defense, you should comply with OpNav Instruction 3150.3, copies of which are available in the headquarters of all commands, ashore and afloat.

The OpNav instruction states that still photographs and motion pictures of official Navy status are constantly in demand for intelligence, training, historical and publicity purposes.

Various offices in the Navy and Defense Departments have frequent use for photographs of various phases of naval life and operations. From time to time prints forwarded without negatives find their way to the public Information Offices for distribution to the press and governmental publications. These are appreciated and are used, *but* the utilization would be much more effective, quicker, and better quality would result if the provisions of the instructions were carried out.

Send the negative and two prints, fully captioned, to Naval Photographic Center, Anacostia, D.C. If you need prints from your negatives later, they may be obtained by request with reference to your unit's serial number. Follow this plan and you will see more of your photographs widely published.

Photographs intended for use in ALL HANDS should be forwarded

• **DUTY WITH NAVAL ATTACHES** —Requests are desired from enlisted personnel of the ratings listed below for duty in naval missions, offices of naval attaches, joint military missions, military assistance advisory groups, and similar activities.

Rates required are: SKC, SK1, SK2, DKC, DK1, DK2, ENC, EN1, EMC, EM1, DCC, DC1, RMC, RM1, RM2, RDC, RD1, RD2, QMC, QM1, MNC, ETC, ET1, ET2, CSC, CS1, FCC, FC1, FTC, FT1, and YN (yeomen in all pay grades.)

Applicants must meet the following qualifications: possess clear naval and civilian records; not require medical or dental treatment at time of transfer, and have GCT of 50 or higher. Sea duty is not required.

Applicants should submit requests to Chief of Naval Personnel (Attn: Pers B211n) on shore duty request form NavPers 2416 (Revised 5-51) in accordance with paragraph 7(c), Part 1, BuPers Circ. Ltr. 36-50 (NDB, January-June 1950).

directly to ALL HANDS, as outlined in the article on "How to Submit Material to ALL HANDS" appearing in this issue, to insure early publication in this magazine. Negatives are not desired by ALL HANDS, but should be forwarded as set forth in the preceding paragraphs.

• **SEPARATION OF WOMEN** — Certain women members of the Navy and Marine Corps may now request discharge for reason of marriage alone.

Enlisted women of the Regular Navy or Naval Reserve on active duty may now be discharged solely on grounds of marriage subject to the following provisions:

• Must have served a minimum of one year in current enlistment.

• Such year is considered to have commenced on completion of recruit training and/or a service school, if attended during current enlistment.

• Must have served one year after assignment to duty for which a voluntary agreement to extend enlistment was executed.

Enlisted women who wish to be discharged under the provisions of the new directive—BuPers Circ. Ltr. 44-52 (NDB, 15 March 1952) — should submit their requests to the Chief of Naval Personnel, via the chain of command.

At present there is no change in the directives concerning the separation of women officers.

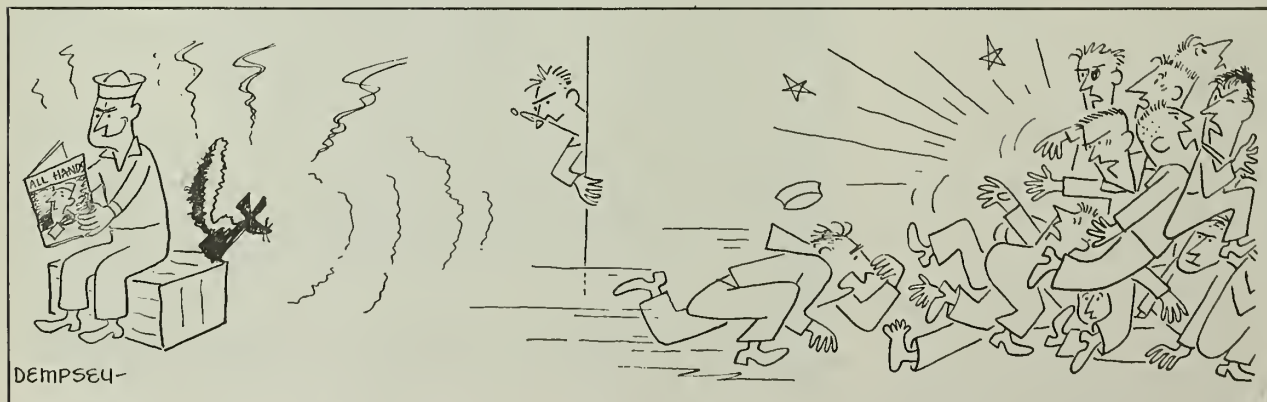
Enlisted women Marines — either Regulars or Reservists on active duty —may also be discharged for reason of marriage, subject to the following conditions:

• Must have completed at least 12 months' active duty in current enlistment, after completion of recruit training.

• Must serve six months after completing training at a service school.

• In any case, active duty must total a minimum of 12 months.

Women Marine Corps officers — either Regulars or Reservists on active duty—may resign their commissions, for reason of marriage, after



PASS THIS COPY ALONG—Don't be a stinker; remember nine other guys want a whiff of this issue too.

• **SUCCESSFUL NROTC CANDIDATES**—Applicants for the 1952 Regular NROTC program selected as a result of test scores attained in the Navy College Aptitude Test held 8 Dec 1951 are listed in BuPers-MarCorps joint letter of 28 Feb 1952 (NDB, 29 Feb 1952).

Each of the 493 successful candidates will receive letters of notification of their provisional selection. Transfer orders will be issued this month directing these men to report to U. S. Naval Preparatory School, Bainbridge, Md., about 1 June.

From this group 200 will be finally selected for appointment as Midshipman, USNR.

completing two years on active duty, following their appointment.

Women Marine officers who desire to resign their commissions under the provisions of the new directive—MarCorps Memo. 21-52, dated 18 Feb 1952—should submit their resignation to the Commandant, USMC, via the chain of command.

• **VOTING INFORMATION** — Arizona, Iowa, Massachusetts, New York and Texas voters are advised of changes in the voting requirements as published in the 1952 Voting Information pamphlet and poster and carried in ALL HANDS, April 1952, pp. 11-15.

The changes are as follows:

• **Arizona**—Registration by mail is not permitted. Voters must apply in person to the County Registrar.

• **Iowa**—Voters may register with their county auditor as early as 55 days before the election, not 20 days.

• **Massachusetts**—Registration is permitted by mail. Voters may register by letter or by using the Federal Post Card Application (Form 76). Absentee balloting is not permitted in the primary elections, however.

• **New York**—Primary elections will be held on 19 August, not 16 September.

• **Texas**—Armed forces personnel will not have to pay the Texas poll tax. However, only Reservist members of the armed forces may vote in Texas.

Certain other changes in voting requirements are included in BuPers Circ. Ltr. 45-52 (NDB, 15 Mar 1952).

• **INSURANCE DIVIDEND**—Navy personnel who are entitled to a 1952 dividend on National Service Life Insurance policies and who want that dividend paid in cash should submit applications for cash payment direct to the Veterans Administration, Washington 25, D.C.

It is anticipated that a dividend will be paid on all NSLI policies which were in effect for a minimum of three months between the 1951 anniversary or effective date and the policy anniversary date in 1952. Policies in force under waiver of premiums (see ALL HANDS, January 1952, pp. 48-51) will receive a dividend provided that, during the dividend period, at least one monthly premium has been paid prior to the effective date of the waiver.

Unless a written request for cash payment is made, the dividend will be applied automatically to pay premiums which fall due and are not otherwise paid.

A sample form for requesting cash payment has been made available to all commands for reproduction and use by personnel whose premium payments are (or were) handled by allotment. Personnel who pay premiums directly to the VA will receive application forms from the VA regional office handling their policies.

Additional information will be found in BuPers Circ. Ltr. 50-52 (NDB, 31 Mar 1952).

• **ECONOMIC MOBILIZATION**—A correspondence course in economic mobilization, "Emergency Management of the National Economy," is being offered by the Industrial College of the Armed Forces to qualified officers of the Navy and Marine Corps (Regular or Reserve, on active or inactive duty.)

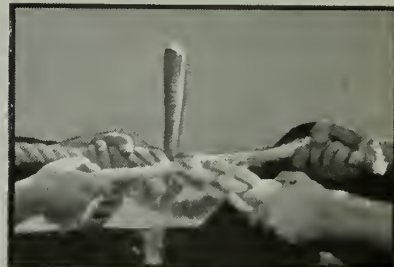
Applicants should be lieutenant commanders or majors or above, with a college education or equivalent.

Application forms may be obtained from the District Commandant or from the Industrial College of the Armed Forces, Fort Lesley J McNair, Washington, D. C. Applications should be submitted via official channels to the Chief of Naval Personnel (Pers C1126) or to the director, Extension Division, Marine Corps Schools, Quantico, Va.

For further details see BuPers Circ. Ltr. 29-52 (NDB, 29 Feb 1952).

QUIZ AWEIGH

MAYbe you'll bat 100 per cent on this month's quiz, and then again MAYbe you won't!



1. These men are splicing a hawser. The peg-like object (center) is called (a) splicer (b) fig (c) fid.

2. It generally is made of (a) maple (b) oak (c) hickory.



3. The teleman specialty mark (left) is composed of a spark and quill pen superimposed on (a) radar pip and waves (b) postal cancellation mark (c) top of telegraph pole with wires.

4. The electronics technician specialty mark (right) shows (a) two electrons revolving about a helium atom (b) two stars in their orbits (c) two electrolytes revolving about four electrodes.



5. The vessel pictured here is classified as (a) AGS (b) AGC (c) ADG.

6. It is a (a) degaussing vessel (b) surveying ship (c) amphibious force flagship.

ANSWERS TO QUIZ ON PAGE 53



DWARFED by the mountainous seas around them, Guardsmen of weather ship *Pontchartrain* chop ice off the deck.

U. S. Coast Guard—Jack of All Jobs

This is the second of a series of articles which ALL HANDS will publish from time to time on other services and activities of the United States whose work is allied to or has an important effect on the Navy, its ships and its personnel.

REMEMBER THE STARTLING announcements of radio and newspaper headlines in June 1942

"U-BOATS LAND NAZI SPIES ON LONG ISLAND AND FLORIDA COASTS"?

Except for the Coast Guard's vigilance, these saboteurs could have endangered the war effort. Instead, the Nazis were caught and punished.

Under the watchful eyes of the United States Coast Guard the entire length of the country's long coastlines is policed and protected—during peace and war—to save life and property, maintain aids to navigation and enforce maritime rules and regulations.

But the activities of the Coast

Guard extend far beyond the coastal areas of the United States, to remote spots in the oceans. These duties range from the maintenance of some 25,000 buoys to lighthouse keeping, from hunting smugglers to studying the weather, from patrolling for icebergs to saving lives at sea.

Though it is the smallest of our seagoing services, Coast Guard history dates back to the earliest days of the nation's founding. Following the Revolutionary War and after the tiny Continental Navy had been disbanded, Congress passed a bill on 4 Aug 1790, authorizing Alexander Hamilton, the first Secretary of the Treasury, to buy "ten boats" to guard the coast against smugglers. This was the beginning of the Coast Guard.

Not until 1915 was the Coast Guard given its present name. But under its various titles during more than a century and a half, it has kept its identity as a "coast guard" activity. During this growth it has taken over the responsibilities of

several other separate government services which have been incorporated into the present-day Coast Guard, such as, the one-time Life-saving Service, the Lighthouse Service and the Bureau of Marine Inspection and Navigation.

During peacetime the Coast Guard operates under Treasury Department supervision. In time of emergency and in war the Coast Guard operates as a "service in the Navy."

In fact, at one time the predecessors of the Coast Guard represented the *entire* "Navy" of the youthful United States. For nearly eight years, from 1790 to 1798, the tiny fleet of revenue cutters was the government's only naval force. Then Congress established the Navy Department, specifying in 1799 that the revenue cutters serve with the Navy "when the President shall so direct."

Alexander Hamilton's "ten revenue boats" were cutter types—heavy-keeled schooners that could carry

plenty of sail for speed. Completely equipped, they were valued at one thousand dollars each.

Since its origin, 163 years ago, the Coast Guard has engaged in every war of the U.S.—including some private “undeclared wars” on pirates, slave-runners, smugglers and rum-runners.

In the War of 1812, nine cutters, each with six to 10 guns and crews of 15 to 30 men, joined the Navy to battle for freedom of the seas. Before the war was a week old the cutter *Jefferson* captured HMS *Patriot*, the first prize to fall in American hands. Altogether, the hard-fighting cutters took 14 enemy ships.

In the War with Mexico the Coast Guard had a squadron of eleven cutters which carried troops and supplies for the Army, and Coast Guardsmen and Marines formed a joint landing force.

A vessel of the Revenue Cutter Service, seized by the Confederates, is credited with having fired the first shot of the Civil War on the eve of the bombardment of Fort Sumter. The shots came from the side-wheeler *Harriet Lane*. In this period of divided loyalties five cutters in southern waters were seized for the South. The *Harriet Lane* was later captured by Union troops and consequently fought both under the Stars and Bars and Stars and Stripes.

In the Philippines in 1898, the Revenue Cutter *McCulloch* joined Dewey’s forces to distinguish herself in the Battle of Manila Bay and afterward raced to Hong Kong with news of the American victory so it could be cabled to the world at large.

In the periods of peace before and after the Spanish-American War, the Revenue-Cutter Service underwent changes that presaged the efficient and dependable organization of today. In 1876 a system of training cadets to become officers was instituted. Then in 1915, the Revenue-Cutter Service and the Life-saving Service were merged and the new organization, headed by a captain commandant, was authorized by Congress and named the U.S. Coast Guard. As officially described by Congress the Coast Guard is a “military service and a branch of the armed forces of the United States at all times.”

Evidence of the truth of this statement is the fact that during the first World War the Coast Guard suffered greater losses, in proportion to its size, than any of the other United States armed forces.

The Coast Guard entered World War I with 15 cruising cutters, 200 officers and 5,000 men, when the service went into action with the Navy. Her naval action then consisted in large part of undersea warfare.

In WW II the Coast Guard reached its peak strength. It had 802 vessels (more than 65 feet) of its own, and in addition manned 351 Navy and 288 Army craft. Shore stations had increased to 1,774. By July 1945, its personnel numbered 171,168 and half of this number served on ships. More than 10,000 Spars made up the Coast Guard’s women’s contingent. Many of the shore billets were also taken over by 45,000 temporary Reservists who served without pay.

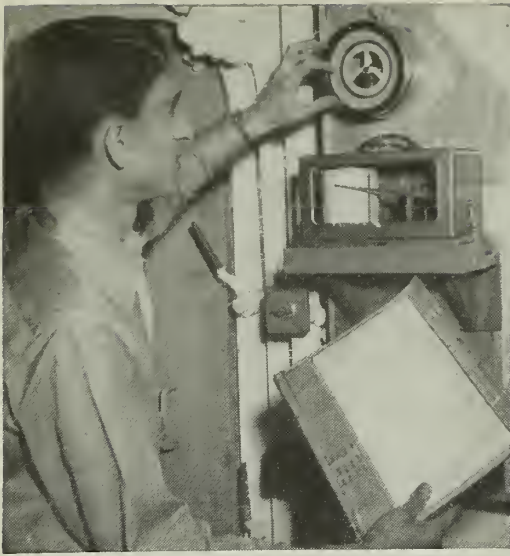
Coast Guard action during WW II resulted in the sinking of numerous enemy vessels, including German submarines. Thousands of American troops were transported to invasion beaches and battlegrounds in Coast



OLD AND NEW—Helicopter, latest wrinkle in coastal protection, hovers over the venerable Boston lighthouse.



SECURITY PATROL prowls a dock area, alert for possible sabotage. A number of such units—wise to the Communists—have recently been reactivated.



WEATHER MAN (left) checks the barometer on board the cutter *Minnetonka* (right), a typical ocean station vessel.

Guard ships and Navy ships manned by Guardsmen. Coast Guardsmen took part in nearly every major amphibious operation in Europe and the Pacific. Coastal picket activity, organized in 1942 to help cope with the submarine menace, involved 315 small craft manned by Coast Guardsmen. The Beach Patrol and Coastal Lookout, with the mission to protect the coasts and prevent landings of saboteurs, expanded the normal Coast Guard beach forces to about 23,500 men, 2,300 horses and 2,000 dogs.

Back on its peacetime job under the Treasury Department since 1 June 1946, the Coast Guard is a far cry from Alexander Hamilton's "ten boats."

Its present personnel strength is approximately 3,800 officers and more than 30,000 enlisted personnel—all performing the peacetime duties of the former Revenue-Cutter Service, the Lifesaving Service, the Lighthouse Service, Air-Sea Rescue Agency, the Port Security force and the Bureau of Marine Inspection and Navigation.

More than 60 distinct classes of ships and nearly 20 different types of aircraft make up the U.S.C.G. forces. The word cutter no longer means a topsail schooner like the *Massachusetts* of more than a century and a half ago. Coast Guard cutters of today are ships not less than 83 feet, and not classed as auxiliaries. The largest cruising cutters are 327-footers, called the "Secretary" class because they are named

for past Secretaries of the Treasury.

Special duty vessels account for the large number of types. There are icebreakers and buoy tenders that keep navigation aids in working order. There are also ocean-going and harbor tugs, riverboats, freighters, and lightships—even a square-rigger, used as a training ship for cadets at the Coast Guard Academy, New London, Conn.

As ocean station vessels, cutters do one of the big jobs of Coast Guard service. This duty requires the vessels to cruise for 21-day periods in

areas 10 miles square so that meteorologists on board can gather on-the-spot data and radio it to the U.S. Weather Bureau stations ashore. Forecasts and storm warnings permit trans-ocean ships and planes to avoid dangerous climatic conditions.

The Coast Guard is on the job reporting weather in both the Atlantic and Pacific. Of the 10 Atlantic ocean stations which perform weather-reporting duties for the International Civil Aviation Organization, five stations are operated by the Coast Guard, and another one jointly with the Canadian government. Four Pacific stations are also operated by the Coast Guard between the west coast and Hawaii and south of the Aleutians.

Another Coast Guard duty in the Arctic area is that of the Bering Sea Patrol. The first U.S. ship in Alaskan waters after the purchase of the Territory from Russia in 1867 was usccg *Lincoln*. From that time, cutters were the outward symbol of the U.S. Government in those waters. One cutter, usccg *Bear* served 41 years on the Bering Sea Patrol, carried Admiral Byrd to the Antarctic and still came out fighting in World War II.

The old Revenue-Cutter Service started ice patrols in 1913, the year following the sinking of the *Titanic* when the liner collided with an iceberg.

Life-saving is another of the Coast Guard's multitudinous tasks, assumed when the old Lifesaving Service was taken over in the 1915 merger. In



BEACH PATROLS—often just a man and a dog— nabbed Nazi spies trying to sneak in during World War II.

the 70-year period between 1871 and 1941, cutters and lifeboat stations manned by surfmen rescued 203,609 lives and nearly \$2,000,000,000 in property from shipwrecks and floods. To do this job, men of these two divisions had to put to sea in the worst possible weather.

"The regulations book says you have to go out," declared one old timer. "It doesn't say anything about coming back."

One of the Coast Guard's most important functions, playing a big role in helping the nation's defense team, is its maintenance of Loran stations.

The helping hand of the Coast Guard also reaches quickly and far out into the sea with the newer aids to aviation.

Numerous records of sea rescues from downed planes and disabled ships have made the Coast Guard Air-Sea Rescue Service famous for its activity.

Even when ships are not in distress, the Coast Guard plays a big role in bringing them safe to port—guiding them past rocks and shoals, through darkness and fog. This is done by one of the most important of all its services—navigation aids in the form of lighthouses, buoys, fog signals, radio beacons. There are more than 36,000 of these aids, and more than 500 fully manned lighthouses.

The toughest job of the aids to navigation is maintenance of the 25,000 buoys distributed along the inland and coastal waterways of the



ICE PATROL vessel, the cutter *Acushnet*, reconnoiters an iceberg in northern waters. HQ will continue to plot this 'berg until it melts in Gulf Stream.

U.S., Alaska, Hawaii, the Virgin Islands and the Trust Territories of the Pacific. They have to be checked constantly. To do this work the Coast Guard has a fleet of more than 100 buoy tenders.

Now, in cooperation with the State Department, "Operation Vagabond" is another *first* in the long line of duties performed by the U.S. Coast Guard. In this operation it will penetrate the Iron Curtain with Voice of America radio messages.

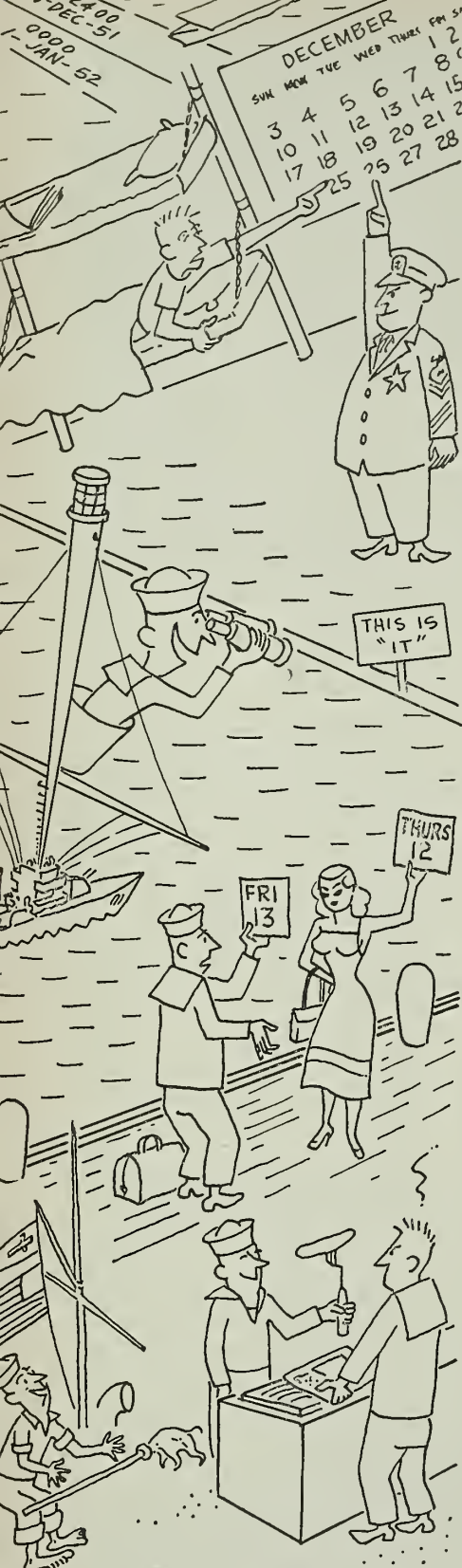
usccc *Courier* (WAGR), an ex-Navy cargo vessel transferred to the State Department, was assigned to

the Coast Guard for operation. She is a 338-footer, 5800-ton diesel-powered vessel with a crew of nine officers and 80 men. State Department Voice of America engineers are on board to supervise operation of the transmitting gear.

Operation Vagabond is one of the newest assignments of the versatile Coast Guard and is typical of the varied jobs of this service. As Navy-men, who have worked with Coast Guardsmen in World Wars I and II, know, the United States Coast Guard makes a top notch teammate. — Harvey H. Mitchell, JO1, USN.



RESCUE is pulled off during bad '44 storm. Right: Antenna-carrying balloon is inflated aboard radio ship *Courier*.



Hot Time at the Dateline

WITH ALL the trans-Pacific sea and air traffic brought on by the Korean imbroglio, a lot of you are running into a peculiar time twist. You meet this time twist at the 180th meridian of longitude—better known as the Date Line.

The whole substance of this time twist is that a ship crossing the date line jumps the calendar ahead a full day—or repeats a day. There is nothing difficult about this “jump ahead or repeat” concept in itself. You merely cross out a date on the calendar or put a ditto sign under the calendar date.

The tricky part of this time twist is determining which is which—repeat or jump ahead?

An old-time chief quartermaster, veteran of the San Francisco-Manila run, used to keep himself straight by reciting this rhyme:

Eastward bound, from Orient to USA,

Drop the calendar back one full day.

But if your ship is cruising westward instead,

Push the calendar one full day ahead.

The chief would begin reciting this ballad about two days before his transport was due to cross the Date Line. He had to do this in order to protect himself. Throughout the ship he'd hear the old argument—it's still going on—“We gain a day. No! We lose a day.”

All this talk about gaining and losing tended to throw the chief off his calculations.

In a gain-versus-loss discussion no one is right. A ship either drops back a day (going from west to east) or it skips a day (going from east to west). And it does not change the time of day when it makes the change.

Suppose a transport is proceeding from Kobe, Japan, to Seattle, Wash. It is late Sunday afternoon and the mess cooks on the chow line are serving cold cuts, hot

chocolate and vanilla cake. The navigator has determined that the ship will cross the Date Line at 1745.

At 1745, the word is passed that the ship has crossed the Date Line. The mess cooks, being conscientious, rush down to the chow line, toss out the cold cuts, chocolate and cake and set up frankfurters, sauerkraut, tea and cookies. Once again it is Saturday and the time is still 1745.

So far as clocks and calendars are concerned, this ship is back where it had been 24 hours ago. Does it lose a day? Gain a day? Actually it drops back a day and at most it repeats a day.

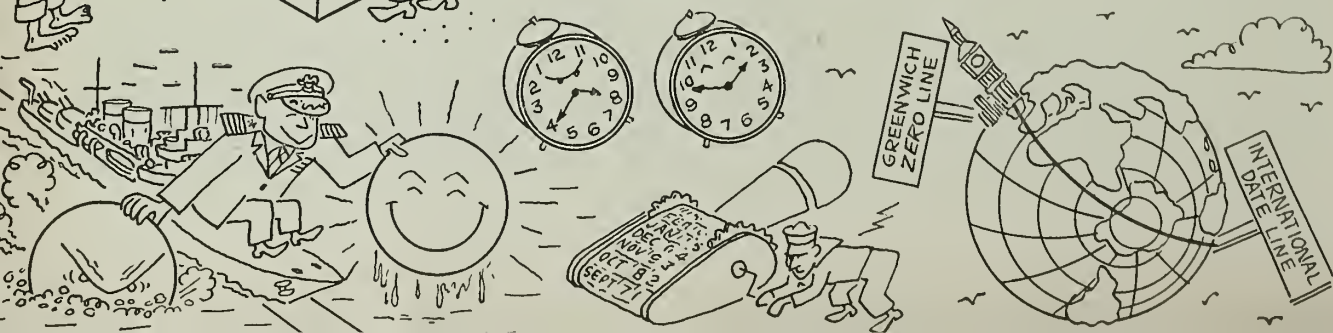
In practice, ships don't go about this matter so rigorously. Commanding officers, or group commanders in the case of a formation of ships, usually order the calendar adjusted at 2400. By making the change at midnight, a complete day can be skipped or repeated with no dangling hours. Value of this is that it keeps the shipboard watches and records straight.

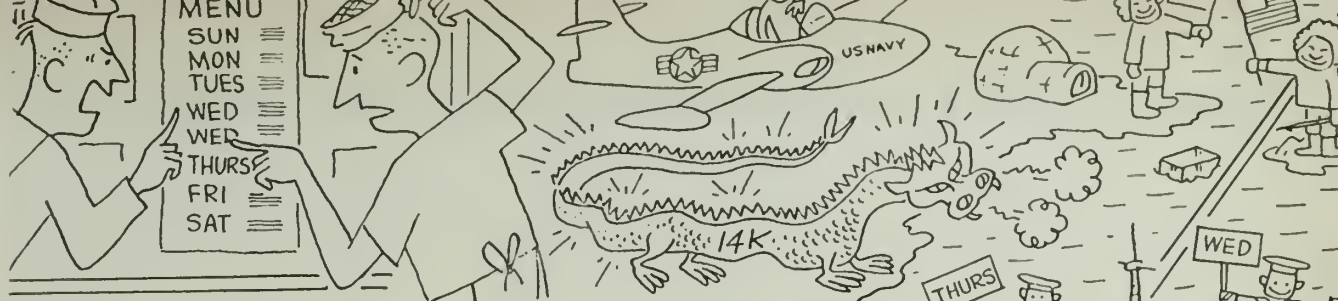
Consider an east-bound ship that reached the date line at 1000 of a Thursday. The week's commissary records would indicate a lonesome Thursday breakfast, a Wednesday dinner and supper and then three Thursday meals.

Anticipating the date line crossing by 10 hours, the CO could have had Wednesday “come in” at midnight and kept the records straight.

No harm is done by jumping or delaying the gun for a few hours. A ship is its own little world out at sea and the navigators and communicators use the world-wide time of Greenwich, England, regardless of the ship's location.

Many persons wonder about the reason for the existence of the Date Line. This generally north-south line is a rather recent development in the history of navigation. It was adopted as the logical place to





change date since the meridian of 180° was the antemeridian of the zero, or Greenwich Meridian. This was the outgrowth of the International Meridian Convention of 1884.

Existence of the time zones is a reason for the date line. There are 24 standard time zones. Each zone differs from the zone to the east and the zone to the west by an hour. With 24 hours spread over the globe, and with 12-hour clocks in general use, confusion would result if there were no date line.

The old day has to die out somewhere so the new day can begin.

Let's see what would happen if there were no Date Line.

Suppose you boarded a Navy R4D at North Island, San Diego, and started on a round-the-world flight flying eastward. In your trans-U.S. flight you'd set your watch ahead three times.

As your plane continued east—against the sun—you'd be 12 hours ahead of San Diego when you were over the Persian Gulf. When you reached Pearl Harbor, T.H., your watch would be 22 hours ahead of San Diego timekeepers.

Arriving back at San Diego at the end of the last leg in your round-the-world tour, regardless of how many days the trip took, you would find your watch clocking off a full day or 24 hours ahead of San Diego clocks. Your calendar would indicate 15 March, for instance, while your greeters' calendars would show 14 March.

This artificial situation would arise because of the requirement that you set your watch one hour ahead on reaching each new time zone (on an eastward trip). To counteract this situation imposed by man-made time zones, another artificial condition had to be adopted—the Date Line.

There is another reason for the Date Line—one soon encountered by navigation students.

Go back to the 24 time zones.

The fact that each time zone has a different hour means that the 24 hours of the day exist at the same instant. As you know, a new day comes in at midnight. Midnight, in turn, comes in progressively from zone to zone and east to west.

Since the date does not change at the same instant all over the world, two different dates exist somewhere on the earth at the same instant. Midnight furnishes *one* boundary between the two dates. If mariners and aviators who change longitude extensively in their long voyages or flights didn't have a *second* boundary, dates would back up and overlap. Consequently, the Date Line came into logical use as the second boundary line.

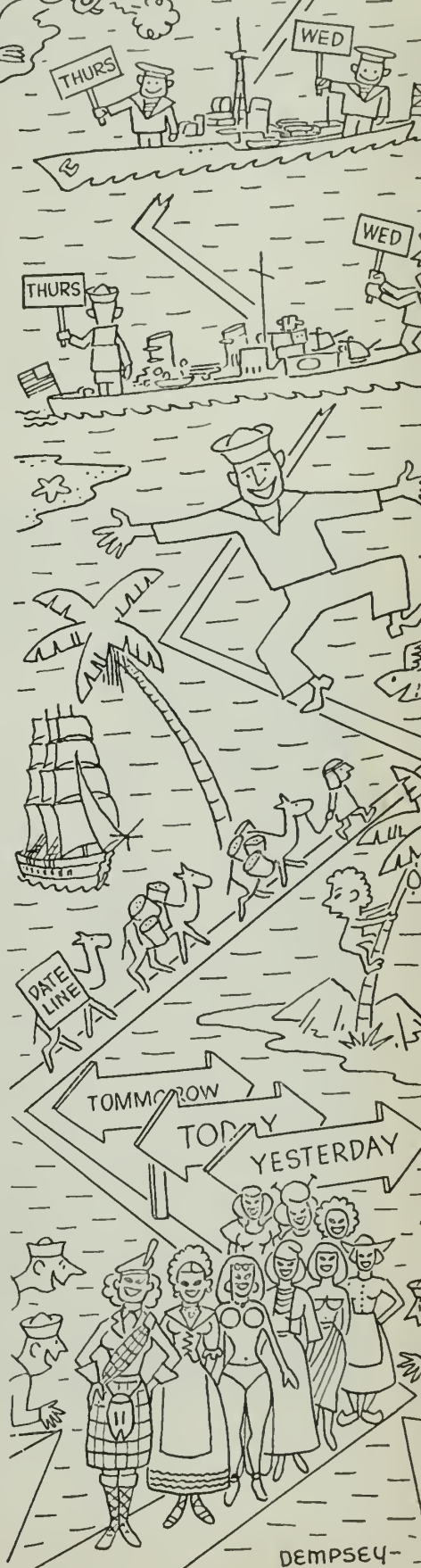
The 180th meridian of longitude as the Date Line was informally adopted for a couple of logical reasons. First, its location is conveniently half-way around the globe from the "zero" line of Greenwich, England. Second, it scoots down a relatively isolated section of the earth, the central Pacific.

At some points the Date Line deviates from the 180th meridian to keep the same date in a group of islands. It zigs to the west at the Aleutians. Further south, at the Fijis, it zags to the east.

All this time juggling and date changing brought on by two dozen time zones and a zig-zagging date line might cause a man to be apprehensive after a long haul to the Far East. If his ship made several time-zone jumping cruises while on the opposite side of the earth from the U.S., he might begin to think he'd never get back in step with Stateside time and dates.

No need for worry, though. No matter how much traveling you may do, when you get back to the States, you'll come out even. Your watch and calendar will agree with those of the local Stateside port. It works out that way.—W. J. Miller, QMC.

USN.



Navy's Soft Heart Makes Small Fry Happy

IN THE HEARTS of even the most rugged sailormen there's a soft spot. This spot is for the small fry. Not only American but also Japanese children, bambini from Italy, youngsters from the Philippines, the Eastern Mediterranean, North and South Korea have all felt the generosity of Navymen.

In the Philippines, for instance, sailors have converted the hull of a wrecked PBM-5A into a playhouse. The big patrol plane had been rendered unfit for service by an errant typhoon that swept down on the Sangley Point seaplane ramp.

The hull of the flying boat was towed to the base's recreation area, all rough surfaces covered, ladders replaced by stairs with handrails

Aided and Abetted by Softies In the Service, Filipino Kids Make a PBM a Playhouse

and hatches covered with plexiglas. Inside, the ex-plane was decorated with comic book characters. Outside a dragon was painted on the hull.

No telling how many children will enjoy the sailor-made play house. Thousands, most likely. But the affection of sailors isn't limited to large groups.

Crewmen of *uss Helena* (CA 75) wished to celebrate their return from Korean waters by giving

money to a youngster "deprived of a proper start in life."

Learning of the plight of seven-year old Terry Wayne Ellis from their namesake city, *Helena*, Mont., they contributed \$6,500. This sum will cover surgery expenses necessary to overcome a physical malformation the lad suffers. Money left after the medical expenses will help provide an education for Terry, who is a ward of the state.

Sailors from another fleet — this time the Atlantic—extended a helping hand to a child in another fashion. The crew of *uss Hawkins* (DDR 873), which had just returned from a European cruise, adopted a European war orphan.

This was done through the "Foster Parents Plan." To "adopt" a child for one year, \$180 will do the job. *Hawkins'* crewmen over-subscribed the amount and the additional money provided CARE packages for needy European families.

The tradition of "looking after the kids" takes shape in parties. These might be Fourth of July parties, Thanksgiving parties, Christmas parties—or festivities occasioned by a ship's visit to port.

Recipients of the sailors' good will are usually children from local orphanages or underprivileged children who muster with the local welfare agencies. At other times, the party guests are offspring of Navy folks.

Sometimes the youngsters visit the ships or bases; other times the sailors go to the children. Often, each child is paired off with a "duty daddy" who makes sure that his little ward gets a full ration of "cats," gifts and fun.

Here is a typical list of parties held by ships and shore base activities in recent months.

- *uss Estes* (AGC 12) at Inchon, Korea—the crew entertained 160 boy and girl orphans whose parents were lost during the 1950 amphibious landings or in the fighting that followed. The little guests were given a full-size holiday dinner followed by gifts.

- Naval Air Station, Pensacola, Fla.—Two hundred underprivileged youngsters from the Pensacola area went to a three-star party. After the animated cartoons and turkey din-



SEA STORY told by Robert Heckman, TM2, USN, *Prairie* police, PO, entertains children waiting for fathers' arrival in U.S. aboard ships of DesDiv 91.



PLANE FACTS are pointed out to a couple of Korean kids by Carson Hughes, SA, USN, during a visit by 600 school children to the Atsugi Naval Air Station.

ner, the gifts were handed out. Along with baseballs, bats, watches, cowboy side arms and dolls, each child received a complete outfit of clothing, from underclothes to overcoats.

- *uss Franklin D. Roosevelt* (CVB 42) at Naples, Italy — Approximately 200 Italian orphans were treated to movies in the hangar bay, a magician's act and a band concert. This was topped off by "eats" and gifts.

- *uss Jason* (ARH 1) at Sasebo, Japan — One hundred underprivileged children of Sasebo hastened to *Jason* for a Christmas party. Each child received a complete outfit of clothing, from shoes to berets for the girls and caps for the boys. In addition, the boys received a ball, bat and glove; the girls, a doll.

- Sandia Base, Albuquerque, N.M.—Over 80 boys from the New Mexico Boys' Ranch were feasted, entertained and given gifts. Complete clothing outfits and a "truckload of sports gear and toys"—topped off by a television set — were presented to the boys.

- Naval Air Station, Atsugi, Japan —Six hundred sixth-grade pupils from surrounding townships enjoyed a picnic-style outing at the air station. The children enjoyed close-up views of planes and were treated to food, juggling and magic acts.

- *uss White Marsh* (LSD 8) at

Naples, Italy — Orphan and underprivileged children, 422 in all, were treated to dinner, movies and gifts on board this landing ship, dock. The youngsters were from the most impoverished section of Naples, many living in caves.

- 1st Marine Air Wing in Korea —More than 200 South Korean orphans were party-guests at an airbase near their orphanage. The tots' gifts, donated by stateside benefactors, included toys and clothing.

- Patrol Squadron Two at Ala-

meda, Calif.—A "sailor's dinner with all the trimmings," movies, vaudeville acts and jet plane inspection was the plan of the day for 100 underprivileged children of Alameda county.

- Photo Laboratory, Naval Forces Far East—This group went to the kids. At a Tokyo orphanage, the blue-jackets passed out gifts and treated the 43 children to ice cream, cake and cookies which had been brought for the purpose from ComNavFe headquarters.

- *uss Block Island* (CVE 106) at Philadelphia, Pa.—Over 100 children from local orphanages made a tour of this baby flattop and were treated to a feast in the crew's mess hall.

- *uss Endicott* (DMS 35) at a United Nations-held island off the Korean coast—North Korean children, 35 in number, enjoyed a turkey dinner and movies—their first. The youngsters, refugees from the Communist forces, were given candy and gifts.

- Submarine Base, Pearl Harbor, T.H.—Sailors of the Mark-14 Torpedo Shop and various submarines in "Operation Christmas" mended and refurbished toys which were later given to underprivileged children of Honolulu. Sailors of Submarines *Bugara*, *Scabbardfish* and *Pickarel* entertained Honolulu youngsters. These subs saw a switch on Santa's chimney descending act. He came down the hatch—in full uni-



SHIPBOARD PARTY is given by the officers and men of *USS Oriskany* (CV 34) for a number of crippled children during New York March of Dimes campaign.



KOREAN GIRL is helped into one of the Navy coats donated by crewmen of *George K. MacKenzie* (DD 836).

form (sack of gifts and all)—and in full view of the little guests.

• U.S. Fleet Activities, Yokosuka, Japan—During the holiday celebrations, \$1,000 worth of food was collected and presented to a local orphanage. Food included frozen beef, rice, powdered milk, tea and bread.

• *uss LST 836* at San Diego, Calif.—After a tour of San Diego Bay in the ship's liberty boats, 35 young Christmas guests were welcomed on board. As the small fry were eating, they heard the voice of Santa Claus coming over the public address sys-

tem. Santa, it seems, was on the liberty landing and wanted transportation out to the ship. The "fastest boat in the world" was dispatched for Santa and his gifts.

• U.S. Naval Amphibious Base, Little Creek, Va.—Several hundred tots, offspring of local Navy folk, were entertained at a giant Christmas party. Santa arrived at the EM club in true amphibious style—in a gaily decorated DUKW.

• *uss Oriskany* (CV 34) at Brooklyn, N. Y.—Boy and girl orphans, 125 in all, were treated to a Navy meal and gifts.

• Naval Air Station, Barber's Point, T. H.—Escorted by a Honolulu police escort, 70 orphans arrived at this station for a Christmas party. Santa and his sack, in this case, came in a two-engine Navy plane.

• *uss Tawau* (CV 40) at the French Riviera—Over 300 French boys and girls visited the "Terrible T", and were treated to a noon meal, animated cartoons and a tour of the ship.

• Submarines of the PacFlt Sub Force, serving in the Far East—Fifty-eight Japanese boy and girl orphans were "adopted for a day" by submariners. On board the boats, the six-to-fourteen-year-old youngsters were treated to the traditional good food of the underseas men. Returning to their orphanages, they were loaded down with gifts—dolls, toy guns, candy, picture books and warm clothing.

• *uss Hamul* (AD 7) at Yokosuka, Japan—Fifty-two Yokosuka or-



ORPHAN BOY, one of 100 invited to a turkey dinner on board *USS Manchester* (CL 83), gets some assistance.

phans reported on board for a Navy dinner and a party. Twenty-six youngsters, who came without coats, were taken to a local store and fitted out. In addition to gifts of toys, all the young guests were provided with warm winter underwear.

• *uss Chloris* (ARVE 4) and *uss Megara* (ARVA 6) at Iraklion, Crete—More than 100 seven-to-12-year-old little misses from the local orphanage for girls were treated to a turkey dinner, candies and movies.

For more on the Navy tradition of looking after the youngsters, see the December 1951 issue (p. 44).



NEW COAT, a gift from men of *USS Hamul* (AD 20), is fitted on its recipient. Right: Japanese moppets gaze at SNJ.



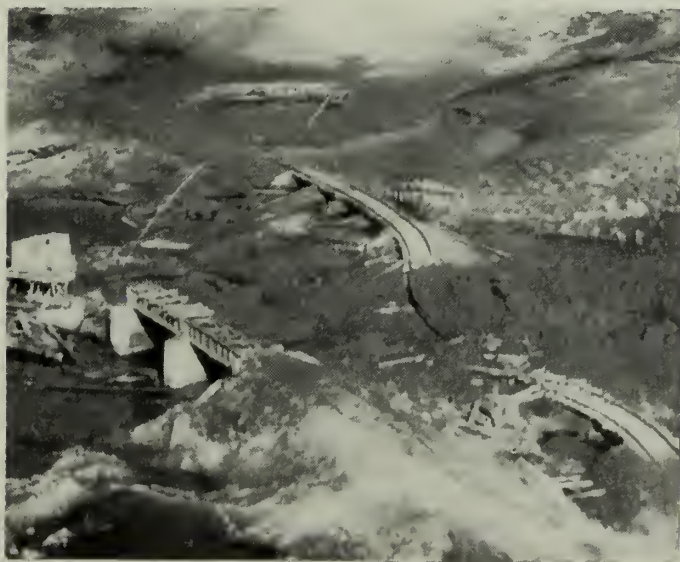
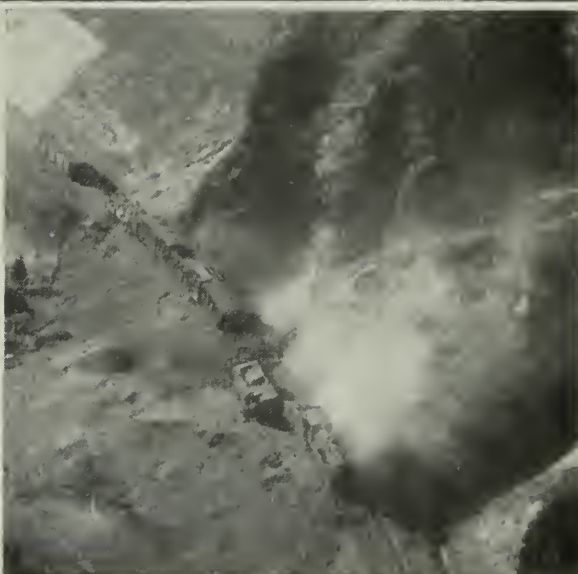
Navy's Railbusters

RANGING far and wide over the already battered peninsula of Korea, Navy and Marine fliers continue to blast juicy targets that the Communists find hard to rebuild—targets such as railroad tracks and marshalling yards, supply and ammunition dumps and bridges and viaducts, not to mention truck convoys and troop movements.

On every target run, the pilot shoots a series of pictures of his target with his gun-camera. Then, if the flak is not too bad and if his gas supply is ample, he often swings around for another camera's-eye look at the target he has just clobbered.

The accompanying photos, some of them shot by fliers from *uss Essex* (CV 9) and *uss Antietam* (CV 36) are a few of these damage shots.

TRAIN IS WRECKED by several hits by planes of carrier task force (upper left). Reading clockwise: Wingful of bombs on *Princeton's* flight deck spells bad news for enemy. North Korean train burns on the tracks. Rail bridge lies shattered. Another bridge and its by-pass show effects of damage.



Helping Hands

SOME of the most skilled sailors in the Navy ply their trade on the deck of a harbor tug. It takes a deck-hand with a sure line-handling technique and plenty of shipboard savvy to enable his tug to guide a big battleship into her berth or to shuttle an unwieldy lighter about the harbor.

However shipboard savvy is a tug sailor's long suit. Take the men at Pearl Harbor, for example. Pearl today is busy with traffic to and from Korea. But the sailors of Base Operations Service Craft handle the volume and handle it smoothly and efficiently.

During a typical day, Base Op may be called upon to fill the following requests: Send a yard oiler and yard gasoline tanker to ships in the harbor to provide fuel; send tugs and a pilot to assist five ships to enter the harbor and find their assigned berths; send another tug to ease a cruiser into drydock; send another one to put an LCI in position to be run up a marine railway; maintain the usual schedule of water taxis; and shuttle numerous water barges, covered lighters and open lighters about the broad anchorage.

Base Operations Service Craft also provides craft to transport ammunition and to carry inspection parties on tours of naval installations in Pearl Harbor. Not least among its tasks is its "refuse collection function." Garbage lighters are provided which remove refuse from ships and take it



EVERY TUG has its day—and it's a big day for a couple of Pearl Harbor Base Operations YTBs when they can shove the battleship *Missouri* to a berth.

out to sea for dumping. This keeps the harbor free from contamination.

Base Craft at Pearl was one of the first "war babies." At the start of World War II it consisted of seven tugs and 80 men. In three days, or from 7 Dec 1941 to 10 Dec 1941, the number of men zoomed from 80 to almost 600.

Early in 1941 there were only four yard pilots, all civilians. As the fleet went through its rapid expansion—and the harbor traffic increased—the need for additional pilots was magnified. Additional pilots were qualified. By mid-1945 this unit reached its maximum size, with 26 fully qualified pilots and 19 more in training. All of them were handling assignments.

In post-World War II years the

number of pilots became smaller. Today the number stands at six—two Navy and four civilian.

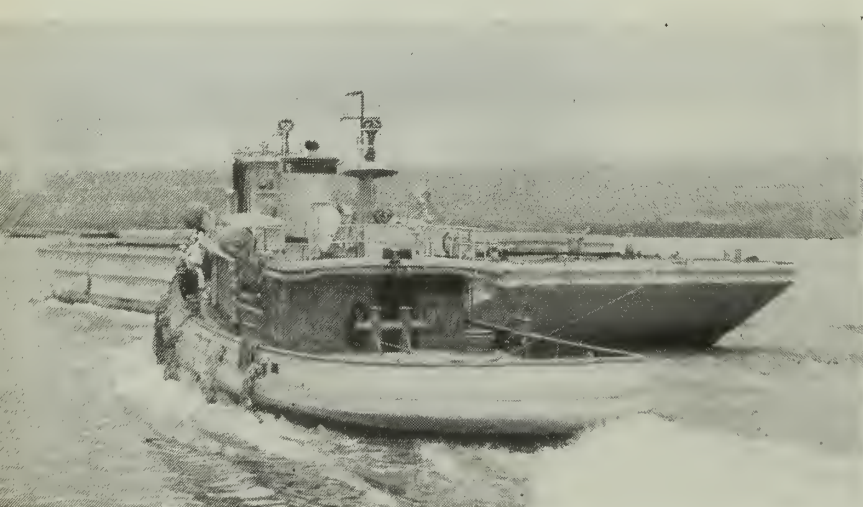
In the hectic days between December, 1941 and August, 1945, the "ships present" list grew from an average of 74 per day to about 450 per day. On several occasions the number of ships present at Pearl Harbor exceeded 530. The daily war-time average of ships entering or leaving Pearl Harbor topped 150.

This traffic consisted of major warships, amphibious vessels, service craft, barges, lighters, mine craft—in fact, every type that floated and flew the commission pennant. This heavy and diverse traffic also meant a full work load for the tugs, pilots and crews of Base Craft.

From 1946 until the beginning of the Korean fighting, the men and tugs of Base Craft enjoyed a little breather. Base Craft is now back in full harness, helping to keep up the even flow of seaborne material and supplies being piped to the men in Korea. At present the rate of "pilot moves" stands at approximately 300 a month.

Although Base Craft has changed in administration numerous times since its beginning, it is better prepared now to cope with an emergency than ever before. It has its own machine shops, electrical repair and carpenter shops to service harbor craft. Base Craft storage space is well stocked with equipment and spare parts for its tugs, oilers and barges.

The men who man the various yard craft are specialists in their line.



HUSTLING LIGHTERS around the harbor is another part of their job. Here tug o' war *Nokomis* (YTB 142) shoves an open lighter toward its assigned spot.

In working these craft, and especially in handling them, the men can learn only through experience. In the "tug boating" business there is no such saying as, "it comes natural." Why?—because no two moves are ever identical. For example, let's watch a ship that is due to arrive from sea.

The signal tower notifies two tugs that an attack transport is arriving and will moor at a specified berth. As the transport approaches the harbor entrance the tugs are there to meet it. A pilot from one of the tugs then scrambles aboard the transport.

As the transport nears its assigned berth, the pilot waves one tug to come in and take a station on the transport's port bow. When that tug is in position, the pilot signals the other tug to take a station on the transport's quarter. So far everything is going well.

With a fresh breeze blowing off-shore, the transport is making her approach handily. Suddenly the breeze slackens. As the after tug prepares to send up her mooring lines to the transport, the ship starts backing down. She catches the tug in her backwash, causing the smaller ship to spin crazily away to one side. The transport finally stops her engines but it is too late—the tug is now way out of position.

Meanwhile, the reversing of the transport's engines has swung her bow toward the pier on the opposite side. The tug on the bow hangs on like a bulldog. By quickly backing down and taking a strain on its off-pier line, the bow tug straightens the ship's head and prevents her from smashing into the pier.

The after tug then makes a second approach, gets her lines over and everything is under control. The tugs can now nudge the bulky transport into the berth, take in all lines and chalk up another "pilot move" on the board back at Base Operations.

The next time, this same move might go as smooth as silk—no complications. Tug sailors are used to the many variables that make sharp seamanship so necessary. Each tug pilot must consider the direction and velocity of the wind and tide, the weight and draft of the ship to be moved, the amount of freeboard, weight and horsepower of his tug and condition of his mooring lines. To calculate the effect of these factors takes an experienced seaman.

—ARTHUR H. SWEET, BOSN, USN.



MARINE COLONEL fires .45 caliber submachine gun slugs at point-blank range at a dummy protected by one of the Marine Corps's plastic vests.

Marines Get Bullet-Proof Vest of Plastic

The Marine Corps's new body armor—a plastic fiberglass vest—already has been credited with saving lives of 18 Leathernecks in Korea. The new vest is designed to guard against fragmentation ammunition, which causes more than 70 per cent of all combat casualties.

Battlefront use of the body armor—which weighs less than eight pounds—will determine how widespread it will be used by all Marine ground forces. It is designed to protect most of the torso, like a vest, and permits freedom of movement. The body is surrounded by contoured overlapping plastic plates and a special weave of layers of nylon fabric.

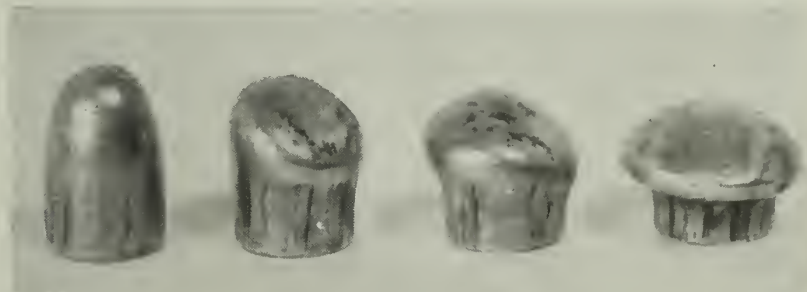
While the armor definitely is not a so-called bullet proof vest, it can

stop a relatively low-speed projectile, such as a .45-caliber bullet from a pistol or Tommy gun. Tests show the plastic plates were deformed but not broken by the bullets.

One Leatherneck lived despite a close mortar blast which sent 41 fragments into the armor of laminated plastic fibrous glass and nylon.

Another marine was wearing the vest when a four-inch-square piece of steel from an enemy 82-mm. mortar shell hit him in the chest.

The Navy's Bureau of Medicine and Surgery developed the armored vest following a series of tests since World War II at the Naval Medical Field Research Laboratory, Camp Lejeune, N.C.



SPENT SLUGS graphically demonstrate stopping power of vest. Slug at far left is normal one before firing; others hit the vest at various angles.

You Can Get a Career Education By Mail

"I MUST ADMIT this course is a little advanced for me, but I guess I can whip it if I work. Mathematics has always been my weakness and perhaps that is why I am poor at it," confided one student in a letter to the U.S. Naval Correspondence Course Center.

"Believe me, sir," he continued, "but I couldn't read a ruler until this course explained it to me so clearly. I could measure a $\frac{1}{4}$ or $\frac{1}{2}$ or $\frac{3}{4}$ of an inch, but what I mean is like $\frac{1}{2}$, $\frac{1}{3}$, $\frac{1}{32}$ or $\frac{11}{16}$. Those I can readily understand now. I guess maybe I had trouble because I had to leave school early to help out the family. If for no other reason I'm glad I joined the Reserve so I could take this course.

"Sir, sometime soon I'm supposed to take a professional exam in Navy mail. Can you suggest courses that I can apply for about this? If you don't want to answer, that's OK. I know you're busy."

The writer is wrong in only one respect. No matter how heavy the mail load, the Center is never too busy to answer such a message.

"This is just the sort of letter the Center is happy to receive," declare officials of the Center. "In this particular case, we were all flattered that the writer should choose to take us into his confidence. In spite of the necessarily impersonal relationship which must exist between stu-

dent and instructor in a "learn-by-mail" course of instruction, all of us at the Center are very conscious of the human being at the other end of the mailbox. This letter simply confirmed, a little more emphatically than usual, that the fellow at the other end sometimes regards us as human, too.

"Many letters similar to the above

Correspondence Courses, Born In 1950, Already Have Attracted 13,000 Applicants

indicate that most Reservists—and many Regular Navy personnel as well—are becoming aware of the exceptional opportunities the Navy is offering them to improve their general educational background as well as their professional status. We're eager to help any qualified applicant in both respects."

Now housed in a former Naval Hospital Building in the Brooklyn Navy Yard, the Center is well equipped to handle promptly the large volume of mail received daily.

In an average month, the staff of officers, enlisted personnel, and civilians processes more than 51,000 pieces of mail; grades 70,000 answer sheets, writes 13,000 letters, and

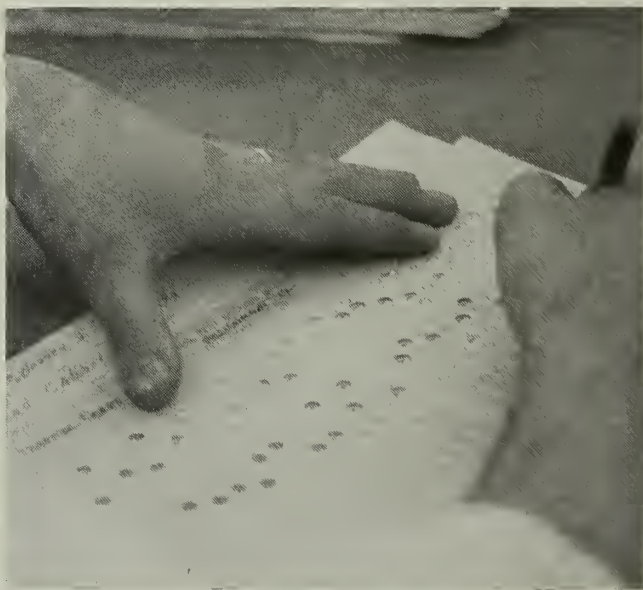
bundles 24 tons of text books and course material in and out of the Center.

At present, more than \$5,000 Navy men and women, officers and enlisted personnel, Regular and Reserve, are enrolled in approximately 170 correspondence courses conducted by the Center for the purpose of increasing their professional knowledge, studying for advancement and, in the case of Reserve personnel on inactive duty, earning retirement credits. Reserve officers on inactive duty are enabled to earn promotion points as well.

Through the administration of these correspondence courses, prepared under the supervision of the Bureau of Naval Personnel, it is the Center's job to provide Regular and Reserve naval personnel with the opportunity to increase their knowledge and understanding of the Navy and, at the same time, help them to prepare for professional advancement.

Although Regular Navy personnel are not required to take correspondence courses, they have found it is to their advantage to do so. These courses are not designed to replace shipboard training programs but should supplement such training.

Advancement in rating examinations require that applicable Navy Training Courses be completed before examination for the next higher rating, provided such courses are



CLERKS mark the completion of a lesson on record cards. Right: An overlay helps the grader score your assignment.

available. Since Enlisted Correspondence Courses are based on Navy Training Courses as texts, the successful completion of an Enlisted Correspondence Course is considered as evidence of completion of the Navy Training Course on which the correspondence course is based.

Enlisted personnel stationed at the Center are enthusiastic supporters of the courses.

"I couldn't help but glance through some of the material we were packing," says Donald G. Fox, QM2, USN, an assembler in the mail room, "and the course in Navigation looked pretty good to me. Since I was considered potential officer material, I was permitted to take it.

"I managed to pass that with a fair score—3.9—but in taking the course, I found that I was weak in math. So I took two math courses when the Enlisted Correspondence Courses were made available to Regular Navy people. I'd like to change my rate to ET, so now I'm trying to prepare myself to qualify. I'm now working on my second electronics course."

Plenty of other Navy men think the Enlisted Correspondence Courses are interesting, too. Although a correspondence course in navigation was first offered to officers as early as 1928 by the ancestor of the present Center, Enlisted Correspondence Courses were not initiated until 1950. Since that time, more than 25,000 enlisted personnel have taken at least one of the 86 courses now offered. The Center hopes ultimately to have approximately 250 courses available, covering each rate and rating in the Navy occupational structure.

The fact that the Center recently received some 500 applications for new Enlisted Correspondence Courses from one ship suggests that this method of preparing for advancement in rating examinations is becoming increasingly popular in the Fleet. An average of over 1,700 applications are received each week. Some vessels have 100 percent enrollment.

Although the Enlisted Correspondence Courses are specifically tailored to fit the needs of the typical Navy man, Officer Correspondence Courses are also available to enlisted men if, in the opinion of the applicant's commanding officer, the man is of potential officer material.

One Officer Correspondence



PRIZE PUPIL Monroe Wilkes, AD1, of USS Megara (ARVA 6), has knocked off 13 correspondence courses in 13 months despite newly acquired broken finger.

Course, however, is available to enlisted personnel without requiring the endorsement of the commanding officer. This is the *Uniform Code of Military Justice* (NavPers 10971), which consists of one assignment of 149 questions and carries 4 retirement points.

"We think it extremely important that every man in the Navy be encouraged to take this course," says the Center. "The enlisted man should know as well as his commanding officer his legal rights under the

Code. We feel that by studying this course, which contains the basic features of the new military code which became effective in May 1951, he will better understand the law and thereby will be a better citizen and better Navy man. In addition, he will be better prepared for such questions on his advancement in rating examinations."

First made available in November 1950, more than 50,000 students have enrolled in the *Uniform Code*. Of the approximately 500 weekly



RECHECKING of each new course at the Center shortly after it is issued brings to light an occasional poorly worded question that must be smoothed out.

applicants for this course, about two-thirds are enlisted personnel. Although this is an officer course and passing grade is 3.4, most students pass the course without difficulty.

It isn't generally known, but students play an important role in shaping the courses they take, not only in the personal comments they make but also in the way they answer the questions.

During the initial construction of a new course, great care is taken to insure that only one correct answer is possible; that the answer is clearly given in the text; and that the question is clearly phrased. To make sure that each question fills these specifications, errors in assignments received from the first hundred students taking the new course are carefully analyzed to determine whether or not an undue proportion of students have chosen the wrong answer. If this is so, the question may be at fault, not the students. The question is studied and if faults are discovered they are corrected or the question is deleted.

The Center is well aware that student reaction to courses is of prime importance and all comments of approval or criticism are welcomed and given serious consideration. As an example of this attitude, Part I of *Fundamental Naval Electronics* is now being thoroughly overhauled, largely as a result of correspondence between the Center and students.

"We never take the attitude that



FAMILIAR BOOK—the regular Navy training course—is often the basic reference of a mail-order course.

we're infallible," says the Center. "We can't lose sight of the fact that our students are probably one of the greatest collection of experts in the world today. It helps to keep us humble."

Although some adverse criticism of the various courses is received, most of the comments are full of enthusiastic praise.

"I found the course very enjoyable, despite the preconceived notion that it would be deadly dull," is a typical phrase.

"The new publication on *Naval Regulations* is such a vast improvement over the 1920 edition, with which I struggled in a previous correspondence course, that it is indeed a pleasure to read the present document."

"Isn't there some way I can keep the book for my own use? I'd be glad to pay any amount," is another.

They may deny it, but most of the personnel at the Center are somewhat awed by their responsibility in guiding one of the world's largest classrooms. They're doing their best, but they can't do the job alone. You can help make their job easier by following these few tips:

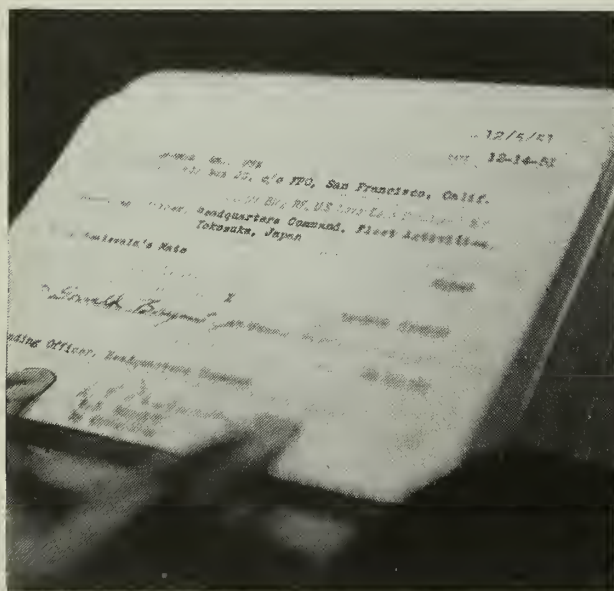
- Don't forget to get the endorsement of your commanding officer on your application. This endorsement should give the name, title, and mailing address of the endorsing official. This is essential. Many applications must be rejected because of failure to secure the proper endorsement.

- Be sure to write your name on every answer sheet and other correspondence. All material is separated as soon as it arrives at the Center; if your name isn't on each piece of paper, it will be lost.

- Don't forget to date each assignment. It helps the Center to keep track of your credits and may have an important bearing on retirement.

- Don't ask to take more than one course at a time. Except in very exceptional cases, it can't be done.

- If in doubt as to which course you should take, ask your educational



FORM 977, your passport to learning, looks like this. Right: A seaman checks a posting wheel full of 977s.

officer or write to the Center for guidance. Experts will be glad to give you personal advice on a curriculum specifically fitted to your needs.

A complete list of courses and the regulations covering the correspondence course program are included in the following publications: *Catalog of Officer Correspondence Courses* (NavPers 10800); *Catalog of Enlisted Correspondence Courses* (NavPers 91200).

Copies of these catalogs are available upon request from your commanding officer.

As new courses become available, they are announced in *ALL HANDS*, *The Naval Reservist*, and the *Naval Training Bulletin*.

Teak Decks for Carriers

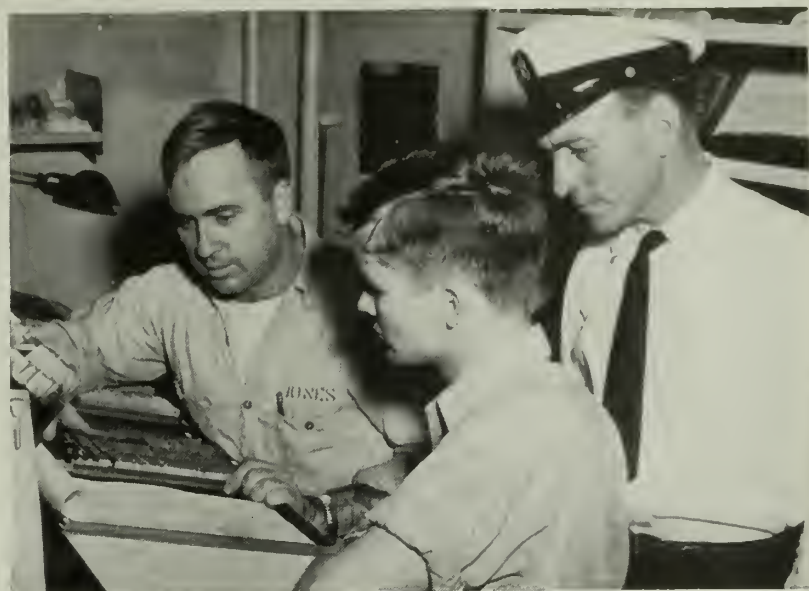
Teak, a durable wood from tropical Asia, was used for the flight deck decking on the Navy's first aircraft carriers. Succeeding aircraft carriers, however, had flight decks of Douglas fir, a domestic wood from our Northwest. Once again, teak decking is being used on our flattops.

Experience had shown that Douglas fir decking was adequate for flight decks, until recently. The heavier and faster aircraft now flying on and off of our flattops caused excessive wear and splintering of fir decking, with resulting excessive repair costs. Scorching jet exhausts added to this wear.

The qualities of teak made it the choice for better flight decks. Teak is in relatively short supply, however. In order to have enough teak decking, teak strips about one-inch thick were glued to Douglas fir. Recently developed adhesives and manufacturing techniques have made this laminated construction practicable.

About 25,000 square feet of this laminated teak-fir decking were laid on *uss Oriskany* (CV 34), in the area subject to greatest wear. Over 10,000 landings of both propeller and jet driven aircraft proved the laminated teak-fir decking much superior.

In view of the above highly satisfactory service, the Navy has adopted laminated teak-Douglas fir as the standard flight deck decking in the areas of greatest wear. The CVBs won't be affected by the teak-fir change over as they have all-steel decks.



WITH PRACTICED EYE Everett Kirby, PIC, USN, of *Prairie* scans the proof sheet of a job before the type is locked in its form and sent to presses.

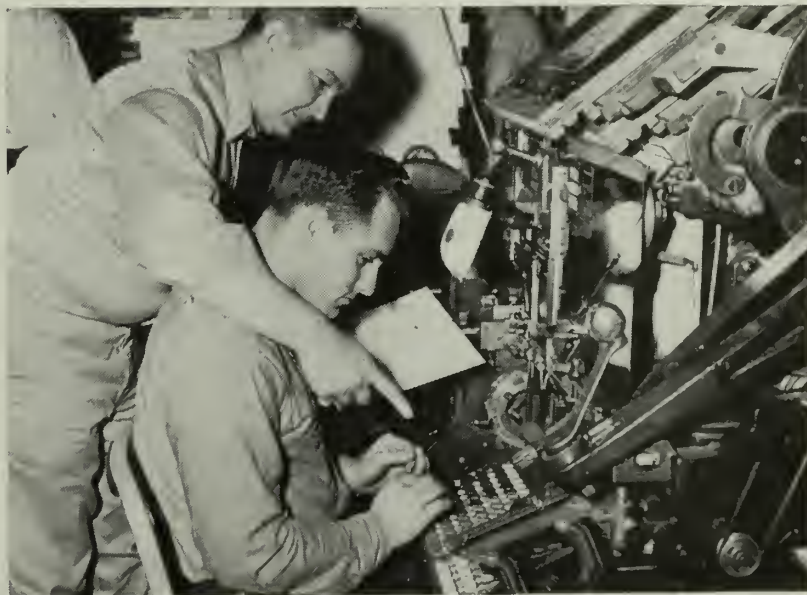
Floating Print Shops Supply Needs of Cans

Everyone on board a destroyer tender has plenty to do when there are tin cans alongside. The men in the ship's print shop are no exception.

Since the destroyers themselves, unlike larger combatant ships of the Fleet, have no space for print shops of their own, most of their printing jobs such as supplying additional log sheets, message blanks and letterhead stationery

and providing revisions for the ship's organization book must be turned out for them by the tender.

In addition to such demands from the cans, tenders like *uss Prairie* (AD 15), which doubles as a flagship for ComCruDesPac, must also produce printed material for the flag. To fulfill both ends of this assignment, the *Prairie* printers work an around-the-clock schedule.—H. G. McMullen, JOSN, USN



INSTRUCTIONS on how to set copy on his machine are given Robert Holaday, P11, by O. E. Harrington, PIC, the shop's production manager.

Brief news items about other branches of the armed services.

★ ★ ★

BOMB DISPOSAL TEAMS of the Army Corps of Engineers have inspected or cleared over 15 million acres of land used as bombing and gunnery ranges during World War II. This land, now returned to civilian use, had been declared surplus to the needs of the armed forces but it was first necessary to remove unexploded missiles.

Value of the returned land is estimated at \$700,000,000. It has been cleared at about 20 cents an acre. In this operation, underway since 1947, thousands of tons of scrap metal have been reclaimed and returned to industrial uses.

Sizes of the areas inspected or cleared range from a 55-acre patch in Florida to the five and one-half-million-acre area in southern California and Arizona which was used as a desert training center during World War II.

★ ★ ★

A PIGGY-BACK HELICOPTER, powered by two small jet engines and designed so that it can be dropped from a larger aircraft, is being developed by the Army Ordnance Corps.

The new 'copter, designated the XH-26, is planned for use in air evacuation, transport and supply as well as for observation. Two men can unpack the 300-pound aircraft and put it in flight in approximately 20 minutes.

The 'copter is basically a one-man ship powered by two 16-pound pulse jet engines, one on each of the rotor blades. When loaded for flight, the plane will weigh about 700 pounds including the pilot, radio and fuel. Top speed of the midget is 80 miles per hour with sustained flight time of one and one-half hours without refueling.

Operation and maintenance are simplified in that each engine has only one moving part which can be replaced in a few minutes at low cost. The XH-26 can burn gasoline, kerosene or diesel fuel oil.



FOR AIR EVACUATION—This small, 330-lb., pulse-jet helicopter can lift two patients in litters attached to its sides.

CHASING GIRLS is the potentially dangerous task of crewmen of the 54th and 56th Strategic Reconnaissance Squadrons (Medium, Weather) based at Guam and Japan.

Explanation of their female-tracking activities lies in the current practice of giving girl's names to the many typhoons it tracks down each year.

During the 1951 typhoon season the 54th at Guam pursued the "girls" on a total of 116 missions. In the vast expanse of the Pacific, the 56th (based at Japan) often teamed up with the 54th to chart the antics of such ugly-lovelies as Georgia, Hope, Iris, Joan, Kate, Louise, "Marge-the-terrible," Nora, Ora, Pat, Ruth, Sarah, Thelma, Wanda and Amy—15 very destructive "damsels."

Each potential storm reported in the area covered by these squadrons is given a girl's name—following in alphabetical order after the last previous typhoon. Then one of the squadrons' WB-29 *Superforts* is dispatched from Guam or Japan to penetrate the storm and collect the necessary weather data.

Just how tough can the "girls" be? A case in point is "Ruth-the-killer." She took a toll of 340 dead, more than 1,000 injured, and an estimated property damage of \$575,000,000. However, the teamwork of the 54th and 56th squadrons in giving advance warnings of the storm's path kept damage to American military installations at a minimum and greatly reduced the typhoon's toll elsewhere.

These weather reconnaissance missions often require more than 12 hours' flight into the storm center's "eye" and in "boxing" the outside edges.

★ ★ ★

PICTURES OF ENEMY TROOPS which show their numbers and deployment can now be taken by a special aerial camera and the continuous film can be developed and printed immediately by an operator. Ground forces receive the film dropped from the plane in cardboard tubes with red streamers and thus ascertain enemy strength and positions more quickly than ever before.

The new camera is a development of the USAF Photo Reconnaissance laboratory, Dayton, Ohio, and is in service in Korea. Designated the S-11, the new shutterless aerial strip-camera makes sharp pictures at speeds up to 3,000 mph. At an altitude of 500 feet it takes pictures of such microscopic accuracy as to show the grain of wood in railroad ties. It is operated automatically so that exact exposures are obtained independent of the pilot. With the flick of a switch the pilot can start or stop the camera's operation.

Flying over a grounded bomber plane, the camera produces pictures which make each rivet on the bomber visible. Its wartime value is obvious and engineers say its use may eventually make shutter-type aircraft cameras obsolete.

Pictures are recorded on a moving strip of film that passes over a slit aperture in the belly of the plane. Film movement is synchronized to the plane's speed over the ground by photoelectric cells which automatically register light and dark images beneath the plane and which send this to a computing device. With all its accessories the S-11 weighs 150 pounds.

IN ARCTIC WINTER DARKNESS, an Air Force C-47 made a spectacular rescue of a seriously ill airman, while the plane was still in motion.

Scene of the rescue was 900 miles from Greenland AFB at Narsarsuaq, a weather station on the eastern shore of Baffinland. The outpost weather station has no airport.

An emergency radio message received from Narsarsuaq informed the Greenland base of the airman's symptoms. Doctors determined that immediate hospital treatment was the only way to save the man's life. After quick calculations that the ice on the river near the far-off weather station would hold a plane, an Air Rescue Service C-47 was quickly dispatched on its mission of mercy.

Arriving in darkness, the pilot brought the plane down in a long approach, with the power on. The plane skimmed over the ice, gradually settling on its skis. The pilot knew if the plane stopped to a complete halt it would freeze to the ice. While the craft was still in motion the patient was loaded on board and the plane then continued its return journey. After a refueling stop 500 miles away, the plane and patient landed safe at the home base.

★ ★ ★

AN ARTIFICIAL RESUSCITATOR, so light and compact that it can be carried in the standard gas mask kit along with the mask, has been developed by the Army Chemical Corps. The device is designed to be used by a single operator to revive victims knocked out by a gas attack.

The resuscitator is a modification of the mouth-to-mouth forced breathing sometimes used on choking babies. It consists of a corrugated rubber tubing connected to the gas masks of both the operator and victim. The operator inhales clean air through his own canister and by exhaling, forces air into the lungs of the victim. The victim exhales through a valve in the side of the tubing. If he is unconscious and cannot breathe, the poison gas may be forced from his lungs by pressure on the lower ribs.

Tests have determined that the operator's lungs can exert enough pressure to overcome constriction of the victim's windpipe that usually occurs in gas poisonings, which ordinary artificial respiration will not overcome.

The Army emphasizes the method is not a substitute for normal artificial respiration. The device was designed specifically for treatment of gas victims in combat.

RUBBERIZED RUNWAY—Jet aircraft fuels have a disintegrating effect on certain types of runway pavement. To meet this problem, experimental tests with rubberized runway sections are being conducted by the Army Corps of Engineers at Hunter AFB, Ga.

To determine if rubberized pavement will be more resistant, test runway sections made of asphalt and tar concrete with a mixture of natural and synthetic rubber are being subjected to rigorous use by all types of military jet aircraft.

Additional comparison tests will be obtained by construction of runway pavement panels consisting of asphalt concrete without rubber.

★ ★ ★

PAPER THERMOMETERS, expected to cost only a few cents each when commercially produced, developed by the Army to determine extent of thermal radiation of an atomic blast, are expected to be useful for other purposes such as testing the performance of gasoline engines, motors, heaters, and similar appliances.

A product of the Research and Development laboratories at the Army's Philadelphia Quartermaster Depot, the new series of thermal indicators are capable of instantly determining temperatures from 115 to 500 degrees F. They consist of white pigment coatings graduated in degrees on black paper, with each of the graded coatings designed to melt at a different degree of temperature.

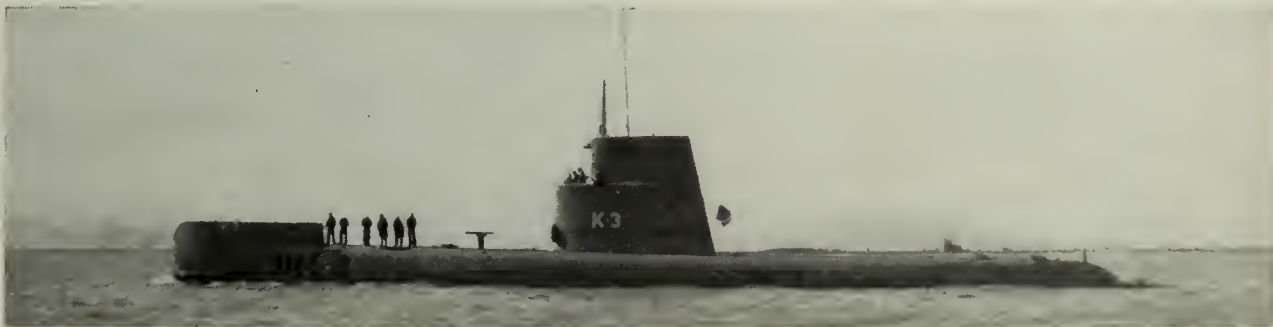
The degree of heat is indicated when the white coating melts and disappears into the black porous paper, revealing the black background. The change from white to black is not reversible and therefore a permanent record of the temperature is indicated on the paper strip.

★ ★ ★

A **CARGO TRUCK**, equipped with kits which will adapt it to Arctic, desert or water operation in a matter of minutes, is now in production for the Army.

The two-and-a-half-ton cargo and personnel carrier, designated XM135 and equipped with hydramatic drive is the latest version of the Army's workhorse. Like the new type jeeps, snorkel (intake) and snorter (exhaust) tubes allow the engine to "breathe" while submerged.

The transmission has four main speeds with a high and low range in each speed, making a total of eight forward speeds. Its cruising range is 280 miles without refueling. Its maximum highway speed is 60 mph. Total equipped weight of the truck is 13,000 pounds.



NEW VIEW of the Navy's killer submarine, this one the K-3, shows bulky bow housing sensitive electronics equipment.



Truce Talk Team

THE job of turning out transcripts of the slow-moving truce talks at Panmunjom in Korea is being performed by a group of experienced Navy hands. The shore-based sailors are part of the headquarters staff of Chief U.N. Delegate Vice Admiral C. Turner Joy, USN.

Practically undistinguishable from the Army and Air Force enlisted personnel on the combined staff, the Navymen wear the standard headquarters uniform—Army-issue shirt, trousers and boots with a fatigue cap on which is stenciled the letters “USN.” They work and live in a tent-city at Munsan, 15 miles from the truce talk site.

The work at “Navy Admin” at Munsan begins when the delegates return each day from the truce talks. Seven yeomen turn to and type out stencil sheets of the day’s proceedings. The stencils are then run off on a mimeograph machine, the pages bound into a folder and put away.

In an average day, 150 stencils and 14 reams of paper are used for the transcripts. A complete mimeographed record of the eight-month-old truce talks makes a pile almost as high as a man.

Living facilities at Munsan are not bad as Korean duty goes. Under its 104 tent-roofs, the camp has a combined movie and chapel, several shower houses, a barber shop and sick bay in addition to office space and living quarters.

Elaborate communications facilities link Munsan with the outside world. Fifty-two trunk and local phone circuits connect with Panmunjom, Seoul and Tokyo. Teletype, radio and jeep and air couriers supplement this service.

VICE ADMIRAL JOY (second from left, top left photo) examines a Chinese typewriter used at Munsan. Top right: Lewis Albertson, YN2, USN, readies the conference room for a meeting. Right center: John Lukasik, YNC, USN, leans on eight months’ transcripts to mark date on a calendar. Below right: Billy Poole, PNSN, USN, runs a mimeograph.



LETTERS TO THE EDITOR

35 Age Limit for Consideration for WO

SIR: Is it possible under present regulations for a chief petty officer with 18 years' naval service, and 39 years of age, to be promoted to warrant officer rank if he has been so recommended on the evaluation sheet? How important is age?—W.G.R., GMC, usn.

• With the exception of certain former warrant and chief warrant officers, only those CPOs and petty officers first class of the Regular Navy who had not reached their 35th birthday on 1 January 1951 were eligible to be considered for temporary appointment to the grade of warrant officer (W-1).

All selections for temporary warrant officer appointments have been made utilizing Bureau records and the regularly submitted CPO and PO1 evaluation sheets (NavPers 1339). Applications or recommendations for temporary warrant appointments have not been solicited since all selections have been made utilizing these records.—Ed.

Wants To Be a Draftsman

SIR: I enlisted in the Regular Navy in August 1951 as SN. My previous service was with the Coast Guard from August 1942 to February 1946. I was discharged as Ship's Cook, second class.

Since then I have studied commercial art and graduated from a four-year course in one school and an 18-month course in another school. I have also had approximately 12 months' working experience in commercial art.

I would like to apply for a rating of Draftsman, Illustrator (DMI 3732), but I have been told this rating is an emergency service rating—and a Regular cannot apply for it.

Is there any way in which I could become eligible for this Draftsman, Illustrator rating?—G.W.P., SN, usn.

• There is a general service rating for draftsman (DM) for which you may qualify in accordance with the procedures established in BuPers Circ. Ltr. 12-50 (NDB, January-June 1950). The rating of draftsman, illustrator (DMI), to which you refer, is an emergency service rating which is a specialized part of the job done under the general service rating DM. Emergency service ratings are not open to usn personnel but the general service rating of draftsman (DM) is.

For qualifications required of the DM

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

rating, see the Manual of Qualifications for Advancement in Rating (NavPers 18068).

Enlisted correspondence courses applicable to the DM rating are now available for individual self-study and are based on Navy training courses. There are courses available also from USAFI. The Navy's training manual Draftsman, 3rd is available from your Information and Education Officer.—Ed.

Honors for a Governor

SIR: We have been discussing the honors due to state governors and the question has arisen as to whether or not they rate a boat hail. Can you answer this question for us?—J.F.J.T., BM1, usn.

• There is no boat hail for a state governor. Governors do rate a 19-gun salute when leaving a ship or station after paying an official visit. In addition, governors are entitled to four "ruffles and flourishes," a rendering of the "Admiral's March," full guard honors and eight side boys. Such honors are paid the governors in the area under their jurisdiction.—Ed.

Eligibility for Purple Heart

SIR: During the fighting on Guadalcanal I received a minor wound. I reported to the aid station and had the wound dressed. Due to the hectic situation at that time, no entry of this wound was made in my health or service record. What procedure should I follow to obtain a Purple Heart Medal?—T.R.H., ADC, usn.

• Under the provisions of the act that authorized the Purple Heart Medal there are two ways in which a man may apply for the medal. First, he may submit an affidavit from the medical officer who treated him at the time he was wounded, or he may submit affidavits from at least two eye-witnesses who have personal knowledge of the fact that he was wounded as a result of enemy action and that treatment was rendered by medical corps personnel.

In either case these affidavits should be submitted to the Chief of Naval Personnel (Attn: Pers E3).—Ed.

Transfer in Exchange

SIR: I am serving on a destroyer in the Pacific and would like duty on a destroyer in the Atlantic. Is it possible for me to swap duty with someone on the East Coast?—C.R.W., SN, usn.

• Transfers in exchange are approved for enlisted personnel only in exceptional cases. When such transfers are approved, both men must be of the same rating and special qualifications and have approximately the same obligated service and rotation tour dates. One of the most important factors in such exchanges is that little or no travel must be involved. Obviously, an "exchange" among personnel on the East and West Coasts would involve considerable travel and expense. In addition, transfers must meet the approval of both commands concerned and must be in accordance with existing policies governing transfers. In this regard particular attention is invited to Article C-5203 BuPers Manual (4).—Ed.

Teleman School

SIR: I am a seaman apprentice performing the duties of a yeoman. I would like to apply for admission to a school for the teleman rating. What are the necessary qualifications and how may I apply?—F.L.M., SA, usn.

• There are Naval Schools, Teleman, Class A, at the Naval Training Center, San Diego, Calif., and Norfolk, Va. The course is 16 weeks long and classes convene every two weeks.

Potential candidates must be SAs, SNs or TE3s, possess a combined CCT-CLER score of 105, and have 18 months or more voluntary obligated service remaining on date of entry. Touch typists interested in this work are preferred.

Quotas for personnel attached to the Pacific Fleet are controlled by ComServ-Pac while quotas for personnel attached to the Atlantic Fleet are administered by ComServLant. Personnel attached to shore duty in the U.S. should submit their requests via the chain of command to the Chief of Naval Personnel.

Full information on the proper submission of requests for quotas in naval schools may be found in NavPers 15795 and NavPers 91769, copies of which should be available at your duty station.—Ed.



Eligibility for GI Benefits

Sir: I am interested in taking flying lessons under the GI Bill, if I am eligible, at a civilian airfield that offers this training to veterans. I have been informed that I would have to present my discharge papers before I would be eligible to start training.

I have been in the Navy since 1 June 1948 and, upon expiration of my enlistment on 31 May 1950, I voluntarily extended my enlistment two more years and now I will not be eligible for discharge until 31 May 1953.

Must I present discharge papers before starting training under the GI Bill or is there another way I can prove eligibility?—E.J.R., YN3, USN.

• You are not eligible for any benefits under the GI Bill, as the law is now written. Before any veteran can obtain benefits under the GI Bill, he must show that he had some active service between 16 Sept 1940 and 25 July 1947. Your letter does not indicate any such service. Therefore, you are not, and will not be, eligible for any of the GI Bill benefits unless and until Congress extends such benefits to veterans of the Korean conflict which began on 27 June 1950. At the present time, Congress has under consideration numerous bills to extend all or some of the GI Bill benefits to veterans of the Korean war. Whether or not Congress will act upon any of these bills is not known at this time.

The educational and loan benefits provided by the Servicemen's Readjustment Act of 1944, as amended, (known as GI Bill), were designed by Congress to facilitate the return of the veteran to civilian life. One of the requirements, therefore, was a discharge or release from active service.—Ed.

Shipment of Household Effects

Sir: Shortly after I was recalled to active duty I reported to the West Coast. Soon after, my wife joined me. She had traveled cross-country and had shipped out certain furniture and clothing we needed by a trans-continental mover.

Travel allowance incident to her move has been collected by me. However, I am having difficulty submitting a claim for reimbursement of expenses resulting from the shipment of furniture and clothing. Can you tell me why this is so?—L.J.M., IC2, USNR.

• The regulations that cover shipment of household goods state that reimbursement for household goods shipped at personal expense is not ordinarily authorized. Shipment of household goods will ordinarily be made through a shipping officer.

However, in case an emergency or other compelling reason existed for fail-

On Gigs and Barges

Sir: My mess mates and I have been having an argument and are unable to find any information to settle the subject.

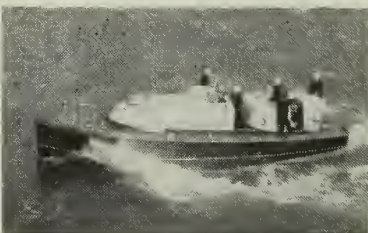
The question is whether the personal boat of a squadron commander is called a "gig" or "barge." By personal boat I am referring to the 35 or 40 foot covered motorboat.—G.F.G., LT, USN.

• A discussion of this subject is contained in BuShips Manual (Chapter 82). This is what it says:

"Motorboats assigned for the use of flag officers are informally referred to as 'barges.' Motorboats assigned to chiefs of staff and squadron, patrol, and division commanders not of flag rank, and to commanding officers, are informally designated as 'gigs.' However, in referring to such boats in correspondence to the Bureau, they shall be designated as 'motorboats,' and the lengths in feet and the boat registry numbers shall be stated to aid identification."—Ed.



WHICH IS WHICH?—Top: typical captain's gig. Below: An admiral's barge.



ure to have a shipping officer arrange for shipment, an appropriate authority may ratify the shipment and direct reimbursement of transportation charges to the person concerned.

If your case meets the above emergency or special case it is suggested that you submit your claim for reimbursement to the Officer in Charge, Navy Regional Accounts Office, 1331 U Street, N.W., Washington, D.C. This should be done on standard Form 1012 and 1012a.

The claim should be supported by two certified copies of the change of station orders and the originals of the bills receipted as paid in full by the carrier. Additionally, a statement should be furnished in duplicate giving the reason why the shipment was not arranged by a shipping officer.—Ed.

Transfer to Fleet Reserve

Sir: Is an enlisted man eligible to retire from the Regular Navy if he has served continuously for 15 years, stayed out for eight years, then reenlists in the Regular Navy and finishes out 20 years? If he is eligible to retire, at what pay grade is he retired?—E.M.M., BM3, USN.

• An enlisted man may retire from the Navy after 30 years active service in the highest rate in which he satisfactorily served.

Upon completion of 20 years' active Federal service, a member of the Regular Navy may transfer to the Fleet Reserve. His rating will be that in which he is serving at time of transfer. All active service, whether continuous or broken, is creditable for purposes of transfer to the Fleet Reserve. A fractional year of six months or more shall be considered a full year in computing years of active Federal service for transfer to the Fleet Reserve.—Ed.

Overseas Shore Duty

Sir: I am presently stationed on a ship in Hawaiian Island waters and will be eligible to request shore duty very soon. Can I put in a request for my choice of overseas shore duty? I would like duty at Bermuda, B.W.I.; San Juan, P.I., or Argentina, N.F. How can this be accomplished? Approximately how long does it take to get such duty?—A.D.R., RM2, USN.

• Enlisted personnel are assigned to overseas duty in Bermuda, San Juan and Argentina from among those personnel available in Atlantic Fleet units by ComServLant who maintains a waiting list for this purpose. In the Pacific, overseas duty is administered by ComServPac in the same manner.

Eligibility requirements for these lists include a minimum of one year sea duty since last shore duty or overseas duty.

Your transfer from the Pacific to the Atlantic Fleet is precluded by Art C-5203(4), BuPers Manual. However, if you desire, you may submit a request to ComServPac for assignment to a ship scheduled for redeployment to the Atlantic. Assuming approval, you would then be in a position to submit a request for overseas duty to ComServLant at some later date. Pertinent references are ServPac Instruction 133.3 of 21 May 1951 and Service Force Atlantic Letter No. 55L-48, (revised 15 May 1950), of 24 April 1950.

Approval of a request for overseas duty would result in your name being placed on a waiting list. The length of time you would have to wait thereafter would depend upon the number of other men of your rating on the list and requesting the same localities. As this time varies widely, an accurate prediction is not possible.—Ed.

Warrant Officer Questions

SIR: Here are some questions to which I hope you can give me the answers.

1. Can a warrant officer revert to enlisted status after holding the grade for a minimum of one year, and if so, how is this done?

2. In general, what are the sea duty and shore duty tours for WO?

3. Is it true that the time in grade requirement for W1 to advance to W2 has been changed from six years to three years?

4. May warrant officers be ordered to submarine duty? If not, why the restriction?

5. Why does the Navy take a man from a billet in which he is fully experienced and send him to a billet in which he is not experienced? — C.F.K., MACH, USN.

• At the present time *Alnav* 83-50 (NDB, July-December 1950) is still in effect and requests for reversion to permanent enlisted status are not being granted. It is expected, however, that as soon as the international situation permits, this restriction will be lifted.

Sea-shore rotation is different for each category of warrant officer. It necessarily depends upon two factors; first, ratio of sea billets to shore billets, and second, the length of tour of duty set up for the smaller number of billets. For example, in the case of general service machinists, there are over twice as many sea billets as there are shore billets. Presently, the shore duty tour is approximately two

Accrued Leave Paid for in Cash

SIR: Is a Reservist, who is released from active duty to return to civilian life, entitled to payment for accrued leave?—P.F.H., YNT3, USNR.

• Yes. The *Armed Forces Leave Act of 1946* provides that any member of the armed forces discharged after 31 Aug 1946 having unused accrued leave standing to his credit at time of discharge shall be compensated in cash for such unused leave.—Ed.

years, and the sea duty tour for general service machinists is now running a few months over four years. Of course these periods of sea-shore duty will change as new billets are authorized either at sea or ashore, and the situation will vary from month-to-month. Since Korea, the great increase in sea billets, as compared to shore billets, has gradually increased the requirement of sea duty for all warrant officers.

During the current emergency WOs may be considered for temporary promotion to CWO and assignment to warrant pay grade W2 after completion of three years service in warrant grade under current appointment. The six-year program, announced by *BuPers Circ. Ltr.* 201-50 (NDB, July-December 1950) and outlined in *ALL HANDS*, February 1951, pp. 4-5, will be carried out at the proper time to effect the permanent promotion of permanent warrant officers. Complete details on promotion of warrants to CWO and for advancement in pay grades are contained in *ALL HANDS*, July 1951, pp. 48-49.

In general it is not considered desirable to assign warrant officers, who are actually specialists within their particular categories, to duty in submarines. Each officer on board submarines is called upon to perform duties of widely varying nature. There is no complement, and none is expected to be established, for warrant officers involving actual duty in submarines. However, WOs in AS and ASR vessels are invaluable to the submarine service.

When a man is promoted from enlisted to officer status, he is not expected to remain in the same specialized field of his former rating which is limited to the duties of that particular rating. Enlisted men possessing the required caliber and qualifications, who are appointed to officer status are expected to further qualify themselves to fill the full and varying duties of any billet of their classification, ashore or afloat. Therefore, it is not possible to afford an officer the luxury of being a specialist within a specialty.—Ed.

How To Tie a Neckerchief

SIR: I would appreciate some information on the neckerchief that enlisted men wear. For instance, what material is it made of and what is the proper way to tie it.—N.L., YN1, USN.

• According to Article 1142.1(g) of the revised edition of U.S. Navy Uniform Regulations—to be released in the near future—the neckerchief shall be made of black silk or suitable alternate fiber, plain, and 36 inches square. It shall be folded diagonally to form a triangle, then rolled tightly and placed around the neck under jumper collar.

Directions for properly tying the rolled neckerchief are as follows:

(a) Allow the right end to extend twice the length of the left from "V" of the jumper. Cross right end over the left end.

(b) Retaining hold on intersection—draw the original right end under, up and over "V", then down and under the original left end (right to left).

(c) Insert original right end in loop and draw through. The ends of the neckerchief should be equal and from four to six inches long. The knot should be centered at the "V" of the jumper.—Ed.

Spell Out Iowa

SIR: The *Navy Correspondence Manual* (Navexos P-388) I have on hand fails to mention Iowa in its list of states and their abbreviations.

The manual lists four states that are not to be abbreviated: Maine, Utah, Idaho and Ohio. Should four-letter Iowa also be left unabbreviated?—L.C.H., YN3, USN.

• Yes, Iowa is one of the states to be spelled out in naval correspondence. A revision to the manual (July 1951) includes Iowa, which had been inadvertently omitted.—Ed.

No Schools Yet on Plastics

SIR: After reading your article "Modern Navy Uses Plastics," *ALL HANDS*, January 1952, I have been wondering about the time when I, as a chief damage controlman, might be called upon to make repairs to plastic boats. The question in my mind is: where can I obtain training in plastics? Does the Navy have assignments to experimental stations? If so, where are they located and how do I obtain duty there?—W.D.C., DCC, USN.

• There are no naval schools at the present time giving instruction in plastics. However, experimental work is being done at the Naval Damage Control Training Center, Naval Base Philadelphia, Pa., which may be incorporated in the courses for damage controlmen.—Ed.

That Shipmate Spirit

SIR: While lying in my hospital bed I read an *ALL HANDS* article which tells how the Navy takes care of its own. It referred to Korean casualties and their families.

The things *ALL HANDS* said can well be applied to my home station, the Naval Air Station at Miami, Fla. A couple of times when the going got tough for me, the fellows from the air station freely dug down in their pockets and helped me and my family through. — I.T.S., Jr., PN2, USNR.

• The above was one of the last letters written by Personnel Man Irwin T. Sparks. Shortly after the letter was written, *ALL HANDS* was notified that Sparks, a patient at the Coral Gables (Fla.) Veterans Hospital, had died following a lengthy and incurable illness.

The assistance given by his shipmates at the Miami Naval Air Reserve Training Unit is typical of the Navy's tradition of shipmates helping another shipmate who is bucking the tough breaks.—Ed.

Reunion Announcements from Ships and Organizations Hit New High

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• **Waves' Tenth Anniversary:** All former Wave officers and enlisted members, and Waves on active duty are invited to attend the annual reunion to be held 25, 26, 27 July 1952 at Statler Hotel, Washington, D.C. For information write Waves Reunion Committee, Box 4670, Anacostia P.O. Station, Washington, D.C.

• **uss Sloat (DE 245):** Shipmates interested in a reunion at a time and place to be decided may contact Lou Perlman, 570 Ralph Ave., Brooklyn 33, N.Y.

• **uss Pheasant (AM 61):** A reunion of officers and enlisted men and their wives is planned for 5 July, in Chicago, Ill. Persons interested should contact Philip C. Putnam, Nottingham St., Hudson, N.H.

• **302nd Naval Construction Battalion:** Fifth reunion of the 302nd NCB will be held 1, 2, 3 Aug 1952 at Harrisburger Hotel, Harrisburg, Pa. For details write Calvin Dunn, Secretary, Box 592, Follansbee, W. Va., or Harry W. Price, Jr., President, 135 W. 3rd St., Lewistown, Pa.

• **3rd Naval Construction Battalion:** First annual reunion of the original members of "The Roaring Third" will be held 15 and 16 Aug 1952 in Minneapolis, Minn. Write for information from R. L. Heutmaker, 824 Holly Ave., St. Paul 5, Minn.

• **Retreads:** A reunion of all Retreads (veterans of World Wars I and II) will be held 1, 2, 3 Aug 1952 in Boston, Mass. Contact Ross H. Currier, Chairman, 108 Massachusetts Ave., Boston 15, Mass.

• **uss Oklahoma Veterans Association:** Second annual reunion will be held 3, 4 May 1952 at Governor Clinton Hotel, New York City, N.Y. Members planning to attend contact I. J. Hetherington, General Agent, Seaboard Air Line Railroad Co., 601 Finance Bldg., Philadelphia 2, Pa., or Joseph Bacco, 1615 East Ave., Rochester, N.Y.

• **uss Essex (CV 9):** First reunion of all members and their wives is planned for 5 July at Hotel Piccadilly, 227 West 45th St., New York City, N.Y. Interested persons may contact John Giganti, 13 Mott St., White Plains, N.Y.

• **uss Massachusetts (BB 59):** A reunion and banquet for all former members will be held 17 May 1952 at Hotel Shelton, Boston, Mass. For details write Charles Sterling, Treasurer, 31 Flora St., Brookline, Mass.

• **VP-32 and VP-207:** Members and their wives are invited to attend a reunion at Daytona Beach, Fla., on 1 through 5 July 1952. Interested persons may write to Edward B. Rutledge, Box 167, College Heights, Bowling Green, Ky.

• **28 Naval Construction Battalion:** Fourth annual reunion will be held 24 May 1952 at Hotel New Yorker, New York City, N.Y. Interested persons may write to Louis Koch, 719 Grand Ave., North Bergen, N.J.

• **uss Eldorado (AGC 11):** Former members of ship's company are invited to write Charles Ruzic, 6421 South Honore St., Chicago 26, Ill., to plan a reunion of shipmates at a time and place to be decided.

• **uss Helena (CL 50):** Former members of the old *Helena* who are interested in getting together for a reunion at place and date to be decided should write to Terence Demp-

sey, 624 Morris Ave., Springfield, N.J.

• **uss LST 226:** Former members of *uss LST 226* and Staff *LST Group 37* interested in planning a reunion at place and date to be decided may write to Joe Mendoza, 309 Lynwood St., Apt. 302, Alexandria, Va.

• **uss Farquhar (DE 139):** All members interested in a reunion, time and place to be decided, may write B. L. Hoffstot, Colchester, Conn., T. A. Miller, 6748 Sprague St., Philadelphia, Pa.

• **uss William D. Porter (DD 579):** Survivors and shipmates will hold a reunion 14 June 1952 at Hotel Empire, Broadway at 63rd St., New York City, N.Y. Members of ship's company are requested to register names and addresses with the committee (whether they can attend or not). For details write LCDR Harold Seward Lewis, usn, 548 East 82nd St., New York 28, N.Y. Telephone TRafalgar 9-3124.

• **Second Marine Division Association:** The third annual reunion will be held 18, 19, 20 July at the Statler Hotel, Boston, Mass. The three-day reunion will feature a New England clambake 18 July, a fashion show and brunch for women guests followed by a banquet and dance 19 July, and the memorial service for the "Tarawa Division" on 20 July. Requests for information and reservations should be addressed to Stanley Robbins, 20 Malden St., Watertown, Mass.

• **13th Naval Construction Battalion:** A meeting will be held 21 June at the Alex F. Saldarini Post V.F.W. Memorial Home, 522 38th St., Union City, N.J. Interested persons should contact either Donald MacPherson, 48 Crescent Ave., Staten Island, N.Y., or J. M. Fitzgerald, 1814 44th St., North Bergen, N.J.

Only SH May Attend SH School

SIR: According to SecNav Ltr. 51-751 (NDB, 15 Nov 1951), a Ship's Serviceman School, Class C-1, has been established at the Navy Ship's Store Office, Brooklyn, N.Y.

I know some storekeepers are working in Navy Exchanges doing the same work as ship's servicemen. Are storekeeper ratings eligible to apply for this school through regular official channels?—V.C., SK2, usn.

• **No. Candidates for the U.S. Naval School, Ship's Servicemen (Navy Exchange Management)** are limited to SH1 and SHC as they are considered to be the appropriate rating to receive

training in the operation and management of Navy exchanges for large activities.—Ed.

Qualifications for QM School

SIR: I am a quartermaster striker and would like to know the qualifications necessary to attend the Naval School, Quartermaster, Class A. Where is the school located and how does one go about getting into the school?—J.C.R., SN, usn.

• **For full information on the proper submission of requests for quotas in the Naval School, Quartermaster, Class A, located at Bainbridge, Md., refer to List of Navy Schools and Courses (NavPers**

15795) and Catalog of U.S. Naval Training Activities and Courses (NavPers 91769), which should be available in the personnel office of your duty station. Quotas for personnel attached to the Atlantic Fleet are controlled by ComServLant, and for personnel in the Pacific Fleet by ComServPac.

Qualifications for entry into this school are that the candidate must be SA, SN or QM3, possess a combined GCT-CLER score of 115, and have 18 months or more voluntary obligated service. Normal color perception is required. Leadership experience is desirable. The course is 16 weeks and classes convene every two weeks.—Ed.

Waves and Husbands Together

SIR: I have heard that an Alnav came out recently stating that Waves could be transferred so that they could serve at the same duty station with their husbands. Since the personnel office knows nothing about the Alnav, could you supply any information about the directive?—V.L.M., ATAN, USN.

• The Navy has no policy which assures or prevents enlisted personnel who are married being assigned to the same duty station. No such Alnav has been issued and none is contemplated. Personnel desiring transfer may submit requests to the Chief of Naval Personnel (Attn. Pers B211) for consideration. Action taken will be dependent upon the needs of the service.—Ed.

SDs Were Considered for Pay Clerk

SIR: Which enlisted ratings are considered as sources for potential candidates for advancement to the warrant officer classification of acting pay clerk? Is there any possibility of members of the steward's branch being advanced to the grade of acting pay clerk?—E.S.M.A., SD1, USN.

• Selection boards have considered chief petty officers and petty officers first class in the rating groups of storekeeper, aviation storekeeper, disbursing clerk, ship's serviceman, commissaryman and steward for temporary appointment to the grade of acting pay clerk.

A review of the list of personnel selected and tendered temporary appointments to the grade of acting pay clerk indicates that men in the storekeeper, aviation storekeeper and disbursing clerk rating groups predominated. A small number have been appointed from commissarymen ratings, only two

Souvenir Books

In this section ALL HANDS prints notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order.

• Amphibious Construction Battalion One: This Seabee battalion, formerly the 104th Naval Construction Battalion, is compiling a pictorial log covering the period 1 Jan 1947 to 1 Jan 1952. Photographs taken during various operations through this period will be published. A roster of the available names and addresses of battalion personnel will be included. Persons interested in obtaining copies may write to Public Information Officer, ACB One, Navy 3923, Fleet Post Office, San Francisco, Calif.

from the ship's serviceman rating group. To date, none from the steward branch have received such appointment.

The mission of the selection boards was to recommend those who, from a review of their naval records, appeared to be best qualified to perform the general duties required of an acting pay clerk in the field of disbursing, supply and commissary. It would appear, therefore, that—in the opinion of the selection boards—storekeepers, aviation storekeepers and disbursing clerks were considered to be better qualified to perform the general duties required of acting pay clerks than personnel serving in the commissaryman, ship's serviceman and steward ratings.—Ed.

Merchant Marine Bars may be Worn

SIR: Am I authorized to wear Merchant Marine area ribbons on my naval uniform? These ribbons were earned by me for World War II service. At present I am a Merchant Marine Naval Reserve officer on active duty.—M.J.R., LT, USNR.

• Any ribbons earned for Merchant Marine service during World War II may be worn on the naval uniform of a member of the Naval service.

U.S. Navy Uniform Regulations (1947), Article 12-2, lists the order of "American decorations, medals, badges and service ribbons." Ten Merchant Marine awards are included. These include the three Merchant Marine War Zone Bars.—Ed.

Best Comparative Record is Chosen

SIR: Would conviction by a deck court six years previous stand in the way of a man's being appointed to warrant officer or LDO status? What are the minimum GCT and ARI marks acceptable for a man recommended for warrant officer or LDO?—D.M., EN1, USN.

• A minor disciplinary offense, or court, which occurred as long as six years ago would not automatically disqualify a man from being selected. However, it would be a matter which the selection board would take into consideration when comparing the records of all individuals in order to select those whose naval records show them to be the best qualified.

There are no minimum GCT or ARI scores for men recommended for warrant officer or LDO appointments. The classification battery test score is but one of many factors which the selection board considers.—Ed.

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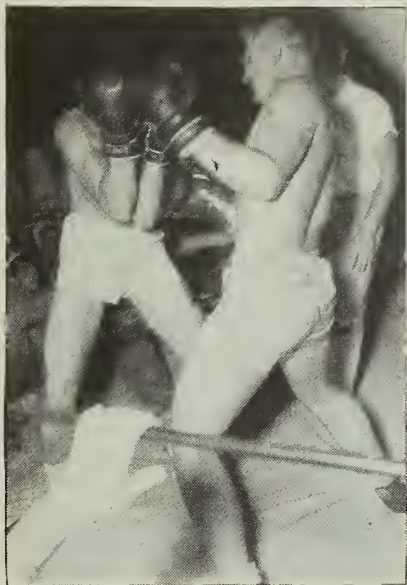
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Fun at a Tin Can Smoker

DESTROYERS, as every tin can sailor knows, are long on fighting ability but short on space for entertainment facilities for the crew.

Battleships and cruisers have ample space for a boxing ring. Carriers, with their spacious flight decks and hangar decks, can stage a softball game or even touch football games. But a destroyer hardly has room for a card table.

One answer to this problem of lack of recreation space in the destroyer Navy was hit upon by officers



RINGMEN Glendon Kemling, FC2, of *Porter* and Lex Potter, FTSN, of *Van Valkenburgh* mix it up during smoker.

and enlisted men of Destroyer Division 262 during a cruise by the division's four ships to the Caribbean. The ships, *USS Jarvis* (DD 799), *USS Kimberly* (DD 521), *USS Porter* (DD 800) and *USS Van Valkenburgh* (DD 656) arrived in Guantanamo Bay, Cuba, with the usual prospect of very little entertainment.

They entered the harbor and headed for their assigned berth alongside a pair of large mooring dolphins. Each dolphin, a bundle of sturdy piles bound firmly together, had for its top a fairly smooth surface about 30 feet in diameter.

Suddenly, someone had an idea. "Why not set up some sort of platform on top of one of those dolphins and have a show?"

That was it.

The four commanding officers were consulted and agreed it was a fine idea. With characteristic zeal, the program committee set out to "beg, borrow or buy" the necessary trappings—a boxing ring and musical instruments from a nearby cruiser. Ice cream and prizes were bought from ship's service. Plenty of eager talent was recruited from among the four crews.

The ships were moored two on each side of the pair of dolphins. The borrowed ring was hoisted to the top of the aftermost dolphin and lights were strung above it. Microphones and speakers were set out.

The men, filtering in from work-



QUARTET from *USS Van Valkenburgh* (DD 656) takes 'center stage' to jazz up a song for their shipmates.

ing parties, took seats on the main decks and superstructures of the two inboard destroyers. Programs were passed out and the show was on.

Boxing matches took center stage as eight entries competed for the right to prove that their ship was the fightingest in the division. A pen and pencil set was awarded each bout winner. A rigger's knife went to the loser.

With the smoker over and all the ice cream eaten, all hands agreed that pier-top entertainment might not have been pure Atlantic City but it was at least a gallant try.



ON BORROWED HORNS, destroyermen from *USS Jarvis* (DD 799) hot up a number. Right: Duo from *USS Porter* (DD 800) does a skit on impromptu stage.



Your Navy on Guard in the Pacific Areas

CERTAIN AREAS of the map on pages 32-33 are familiar to most Navymen. They should be—for a sizeable portion of the Navy is located in this part of the world. Some regions were World War II hot spots. Others are hot spots right now. And at periods in the Navy's past, wall charts in the Navy Department have carried big red "Xs" over a few more of these areas.

For example: Quallah Battoo, Sumatra—in 1832 the Navy was there running down East Indian pirates; Korea (west of Seoul)—this was the scene of the expedition of the bluejacket "Naval Army of Corea" in 1871 (ALL HANDS, September 1951, pp. 59-63). And everyone remembers the victory of Admiral George Dewey's squadron over the Spanish in 1898 at Manila Bay, and the part played by the Marines in the Boxer Rebellion in 1900.

Once again history is being made in the far reaches of the blue Pacific. The accompanying map and these words are presented to give you a perspective of your Navy, and perhaps yourself, against the background of present events.

All U. S. ships and aircraft in the Pacific, along with the shore activities that support them, are under the control of the Commander in Chief, Pacific (CinCPac). At Pearl Harbor, T. H., headquarters, CinCPac's staff maintains schedules, controls over-all fleet operations and provides liaison with "subordinate commanders."

There are nine of these subordinate or "type" commands. The name of each is a clue to its composition: *Battleship-Cruiser Force*, *Air Force*, *Mine Force*, *Destroyer Force*, *Submarine Force*, *Amphibious Force*, *Fleet Marine Force* and *Service Force*. The ninth type command is the *Training Command*.

These type commands play a leading role in a Navyman's life, especially in administrative matters. The fact that you might be serving in a light cruiser rather than a battleship, in an attack submarine rather than submarine tender, in a shoreside amphibious training unit rather than in a Guam-bound LST—are instances of the place type commands have in your Navy life.

A type commander's action usually affects you through his personnel assignment functions. He also functions through intra-type training and assignments of individual ships or groups. In addition to the type commander and his command there is another naval activity which plays a big part in the bluejacket's life—the task force.

In actual fleet operations, the Navy requires a diversity of ships and groups. This means the participation of vessels and men from several type commands. As every Navyman knows, the most effective fighting teams are formed from different ship types, each designed for a specialized task. A division of four heavy cruisers can hit hard, but in most cases two destroyers, a small carrier and a heavy cruiser can hit harder. And the composite (DDs-CVE-CA) group is far ahead in versatility. This, in brief, is why the Navy operates in task forces.

In the Far East areas of the Pacific four more or less permanently organized task forces are now operating. Figures about the sizes and composition of these forces are classified, but it is a safe bet that each of

these task forces is a great deal larger than the composite group used as an example above.

As hard-hitting a group of ships as you will find today is operating in Japanese-Korean waters. This is the *fast carrier task force* known as Task Force 77. It consists of two or more large carriers, one battleship, cruisers and destroyers. Carrier aircraft assigned to this force do a two-fold job. First, they hack away at enemy supply lines. Second, they provide close air support for front-line infantrymen.

The battlewagons, cruisers and destroyers of Task Force 77 serve as the carriers' anti-aircraft and anti-submarine screens. They are frequently dispatched from the main body to perform special missions. At one time a dispatched ship might be picking up a downed pilot. At another time the same ship might be sending projectiles ashore in support of the ground forces. (Heavy cruiser *Rochester*, for example, was on such a support mission when with her first shot she wiped out a Red gun emplacement and 40 North Korean troops—from a distance of 13 miles.)

The *United Nations Blockade and Escort Force* (Task Force 95) is another Far East task force. On a day-to-day basis this force contains more ships than any of the other three task forces. Escort carriers, destroyers, cruisers, destroyer escorts, frigates, minesweepers and tenders are all part of this force.

As its name implies, this outfit musters the vessels of
(Continued on page 34)

Freedom of Seas for Merchantmen

Quelling the pirates of Quallah Battoo on Sumatra's West Coast was one of the first assignments sending the U.S. Navy to the far reaches of the western Pacific. This episode occurred more than 120 years ago.

For several years, merchantmen out of Salem, Mass., had been trading with the natives of Quallah Battoo. The Yankees bartered such articles as muskets, axes and cotton cloth for pepper. In 1830, when the sailing ship *Friendship* was anchored in the roadstead, Battoo's citizens turned pirate and tried to capture the entire cargo—along with the ship itself, killing some of the crew.

First, they enticed the skipper, the mate and part of the crew ashore on a ruse. Next, they stormed the ship, killing three seamen in doing so. Then they tried to kill the shore party. (Award to the skipper's murderer—\$1,000; to the killer of the mate—\$500; to the killer of a seaman—\$100.) The Battoo pirates were over-eager, however, and in their clumsiness the shore party made its escape.

Learning of this act, the Navy dispatched U.S. Frigate *Potomac*. A combined leatherneck-bluejacket landing party stormed ashore and captured the Quallah Battoo forts. *Potomac* followed up by bombarding the town. From then on out, the Battoos did their trading on a give-and-take basis.

100°

120°

140°

U S S R

C H I N A

P H I L I P P I N E

S E A

S O U T H C H I N A S E A

B O R N E O

J A V A S E A

A R A F U R A S E A



Your Navy in the Pacific

(Continued from page 31)

several nations. It includes (or has included) units from the navies of Great Britain, The Netherlands, Australia, New Zealand, Columbia, Canada, Thailand and the U.S. In addition, it contains practically all of the units of newly-formed Republic of Korea Navy.

Task Force 95's operations are as varied as the nations represented in it. On a normal day this force may provide aerial interdiction, close support of the ground forces, shore bombardment of coastal-area transport lanes and escort for Service Force ships on replenishment missions. It might top this off by making a coastal sweep in an area suspected of containing mines.

The *Logistic Support Force* (Task Force 79), third of the Far East task forces, has a mission which is defined by its title. Because of this task force, ships of other task forces are able to keep to a minimum the time spent away from the operating area. Fuel, ammunition, food, spare parts—all that is needed to keep a fully-manned operating ship and her crew "fat and sassy"—are supplied by ships of the Logistic Support Force.

These ships in their replenishment operations use techniques developed during World War II and improved upon during the present conflict. The sea-keeping characteristics of task forces have been increased many times over by these techniques. With this type of resupply, a task force such as the *fast carrier task force* has an additional mobility.

The backbone of Task Force 79 is the men that man such vessels as its attack cargo ships, fleet oilers, general stores ships, ammunition ships, reefers and gasoline tankers.

Probably the least known of the various Far East task forces is the *Formosa Force* or Task Force 72.

"Haulers" Serve the Fleet

Looking after the material support of the Fleet and advance areas is the job of the "haulers". (What name other than *haulers* can describe such a variety of vessels?)

Ammunition ships, fleet oilers, gasoline tankers, cargo ships, general stores issue ships—these are among the "haulers" of the Pacific Fleet's Service Force.

In the main, their job is direct support rather than point to point carrying. For instance, an MSTC ship might carry a load of machinery spare parts for destroyers from a West Coast port to a naval base in Japan. A "ServPac" general stores issue ship would then load it into her holds and steam out to a group of ships off Korea's coast. Here the spares would be swung over in an "at-sea" replenishment.

The service force is sometimes called the "A" fleet because of the initial-letter designation of most of its ships. Through these ships the force commander carries out one of his main functions—he is principal logistics agent of the Pacific Fleet Commander in Chief.

Operations of this outfit are largely preventive in nature, the force's mission being to keep the Chinese Communists from mounting an assault on the Island of Formosa.

The Formosa Force is maintained largely by rotating ships from other task forces. Sailors look forward to a tour with the Formosa Force because they make the British port of Hong Kong their liberty port.

The four above-mentioned task forces form a larger unit. In fact, they form a fleet—the *Seventh Fleet*. A component of the U.S. Pacific Fleet, the Seventh Fleet, has been assigned to the Far Eastern area commander (CinCFE). The senior naval officer in the Far East, ComNavFE, exercises operational control over the fleet. Tactical control is vested in Com7thFlt.

Four task forces have been mentioned as belonging to the Seventh Fleet: *Formosa Force*, *Logistic Support Force*, *United Nations Blockading and Escort Force*, *Fast Carrier Task Force*. But what about the Amphibious Force? What about the Marines?

Here's the picture. The *Amphibious Force* is one of those previously mentioned type commands—an administrative, training and assignment command for both ships and men.

When the course of war demands it, amphibious units are assembled to form the main body of a one-mission, many-ship task force. To it are assigned APAs, APDs, LSTs, LSRs, LSDs, AKAs, supporting destroyers, cruisers, repair ships and fleet tugs.

Like the Amphibious Force, the *Fleet Marine Force* also is a type command.

The major components of the FMF, Pacific are the 1st Marine Division; Aircraft, FMF; the 1st Marine Aircraft Wing (the tactical component of Aircraft, FMF); and the Pacific Troops, FMF.

Equally essential to the balance, versatility and combat effectiveness of the naval forces afloat in the Central and Western Pacific are the many and diverse *naval shore activities* located there. These are scattered throughout this area in key locations.

Some activities—such as the naval stations at Kwajalein and Midway—are relatively isolated. Other activities such as those at Pearl Harbor are grouped together to form a vast naval hub equal in size to some of the largest stateside naval hubs.

At Pearl, the Navy has a naval base, an air station, a submarine base, a communication station, a supply center, a naval shipyard, an ammunition depot and a fleet training center.

Situated nearer the field of hostilities are the various activities on Guam. Navymen on Guam operate an air station (at Agaña), a naval operating base, a communication station, a naval hospital and a naval supply depot. Some 1800 miles west of Guam is located the naval station at Subie Bay, P.I.

Playing a key role in Western Pacific Fleet operations are the various air stations. In addition to those at "Pearl" and Guam, air stations are located at Okinawa; Barbers Point and Kaneohe Bay, T.H., and at Atsugi and Yokosuka, Japan. Also at the Yokosuka base are located a naval hospital and a communication facility.

Distances are vast in the Pacific, the world's largest ocean. From the West Coast, USA, to areas of the Far East it is a 5,000-mile haul. The Navy's Pacific bases are like stepping stones at a river ford, helping to "shrink" distances from one shore to the other.

TODAY'S NAVY



MSTS TUG nudges a barge load of oil drums toward shore during one of the resupply missions conducted for military outposts in the Bering Sea.

Shipbuilding Program

The Navy's current shipbuilding program is going on in yards on all coasts and includes such diverse types as mine craft, picket boats, fleet oilers and patrol vessels.

Twenty different shipyards on the East, West and Gulf Coasts, and on the Great Lakes will construct these new vessels.

- Five yards will build a total of 148 picket boats. These "Mark-five boats" will perform harbor patrol functions. Forty-five feet in length, they will be constructed of wood and will have a diesel drive.

- Seven yards will build 32 auxiliary motor minesweepers. These AMS 60-class sweepers will have wood construction and will be 144 feet long, 27 feet wide (maximum beam) and will displace 375 tons.

- Two yards will turn out six 180-foot escort patrol vessels (PCEs). These steel-hulled, 640-ton vessels are revamped versions of the 1604-class PCE.

- Two yards will build five fleet oilers (AOs). A sixth AO is already under construction at a New England yard. This yard is acting as design and procurement agent for the other two yards.

This pattern—one yard making up

detailed designs and serving as central procurement agent for the other yards—is followed in the construction programs of all but a few of the larger combatant-type ships.

Scrap Metal Cleanup Picks Up

Scrap collections have increased 97 percent at naval shipyards during the past six months. When the Navy started its intensive scrap drive last June, about 8,000 tons were collected monthly. Last December the figure reached 20,000 tons.

All naval shipyards and supply depots have developed complete scrap recovery programs.

The Navy has found that the small cost of processing the scrap is more than offset by the increased prices received for the metal.

Flying Fish or Pickerel?

uss *Pickrel* (SS 524) was caught by the camera at the moment she surfaced from a depth of 150 feet with a 48-degree up-angle during training exercises off Oahu, T.H. Sonar came to the aid of Navy photographers to produce this month's cover for ALL HANDS.

The purpose of this operation was to enable the Navy's submarine experts to evaluate the sub's capabilities and characteristics of the Guppy-snorkel type submarine.

This picture was taken from *uss Sabalo* (SS 302). Her sonarmen kept *Pickrel* under observation while she was submerged and preparing to surface. During *Pickrel's* maneuvering the sonar gear delivered the constantly changing relative bearing which enabled the photographers to make this shot as she broke the surface.

Pickrel was commissioned 4 April 1949 at Portsmouth, N.H. In April 1950 she established what is believed the world's record for submerged operations by snorkelling from Hong Kong, China, to Pearl Harbor, T.H. She made the trip of 5200 miles in 21 days.

New Jet Engine Developed

Preflight tests of a new jet engine, a more powerful version of the J-48 Turbo-Wasp, have been completed and the engine will go into production this fall following a series of actual flight tests.

Following five years of research on centrifugal flow jet engines, naval aeronautical engineers have produced the new version using a heat-resistant alloy.

YESTERDAY'S NAVY



USS *Demologos* (or *Fulton*), first steam man-of-war built made successful trial runs in N Y harbor, June 1815. USS *Ranger* first ship designed as carrier, commissioned 4 June 1934. Japan met first defeat in 350 years. June 42.

JUNE 1952

SUN	MON	TUE	WED	THU	FRI	SAT
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8	9	10	11	12	13	14
15	16	17	18	19	20	21
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29	30					



PROTOTYPE of a new minesweeper boat that can be launched from a mother ship and operate in shallow depths, 57-ft. MSB-5 hits the water at Annapolis.

MSB for Clean Sweepdown

A new-type mine craft which embodies shallow-water sweeping experience learned in Korean operations is making its appearance. This is the minesweeping boat (MSB).

First of the new type MSBs to be launched is MSB-5. A 57-foot craft, she will be manned by a crew of six and will have a top speed of 10 knots. Other characteristics: wooden hull, diesel engines, twin screws and shallow draft.

Like motor torpedo boats, MSBs will do their trans-ocean traveling borne by larger vessels such as fleet oilers, cargo ships and LSDs. Intra-theater cruising will be provided for by their own propulsion, once on the scene.

Navy Relief 'Call' Begins

The Navy Relief Society's "Annual Call for Contributions" will be conducted again this year during the period 4 May through 6 June. Admiral William M. Fechteler, Chief of Naval Operations and President of the Society, inaugurated the "Call" in a notice to "All Ships and Stations" dated 28 March 1952.

The Society derives its support entirely by voluntary contributions of the officers and men of the service and civilian friends of the Navy. Its purpose is to assist Navy and Marine personnel and their families whenever and wherever they find themselves in real need of help, financial

or otherwise. Services provided by the Society include, besides financial assistance by loan or, where necessary, outright grant, advice on family affairs, allotments, housing, transportation and all manner of personal problems. Free visiting nurse service by its own nurses is also available where needed.

During 1951, financial assistance, in loans and outright grants, was extended to over 50,000 Navy and Marine Corps personnel and their families, as follows:

Kind of Assistance	No. of Cases	Amount
Outright grants	4,818	\$ 301,216
Loans	47,888	2,811,056

The uncertainties and difficulties of the present international situation continue to place a heavy burden on the Society in its efforts to relieve distress among the men and the families of the "Naval Community."

As a part of the general fund raising campaign, Auxiliaries of the Society in the various Naval Districts and larger Naval centers sponsor special fund raising benefits. Climaxing the fund drive in Washington, D. C., was the traditional Navy Relief Ball which was held in the historic Sail Loft and the Officers' Club at the Naval Gun Factory. The theme for this year's ball was "Old Sea Chanties" and the affair was presented on two nights, May 23 and 24. It included both officers and enlisted men.

Birthdays Within the Navy

Three components of the Navy celebrate birthdays this month. Now all in their forties, they are: Navy Nurse Corps—44; Naval Aviation—41 and Marine Corps Aviation—40.

Naval Aviation

Naval Aviation's official birth was 8 May 1911. On that day the Navy ordered three aircraft: from the Wrights, one landplane; from Curtiss, one landplane and one amphibian. Naval officers were flying before that time, however, and aircraft had flown from, and landed on board, Navy ships.

Navy air's first aircraft was a Curtiss amphibian called the "Triad" (meaning a group of three — for land, sea and air).

In January 1913, naval aviators took part in fleet exercises at Guantanamo Bay, Cuba, to prove that aircraft could be used with warships. These pilots located submerged submarines, took aerial photographs at 1,000 feet and "dropped missiles." The following year Navy planes carried out 43 days of scouting work over the enemy trenches at Vera Cruz, Mexico.

America entered the first World War with 38 pilots, less than 200 enlisted men and 54 aircraft. On VJ Day of World War II, naval aviation mustered 41,272 planes, 6,747 pilots, 32,827 ground officers and 344,424 enlisted men. There were 99 carriers afloat.

Navy Nurse Corps

The Navy Nurse Corps dates back to 13 May 1908. On that date Congress formally established the Nurse Corps. Before that time, however, nurses cared for the Navy wounded during the Civil War and nurses were on duty at Navy hospitals during the Spanish-American War.

From the time of its establishment until 1942, members of the Navy Nurse Corps had no military rank comparable to the Navy's male officers. They were, however, accorded privileges similar to those accorded other officers, even though the nurses did not hold actual rank.

In July 1942, a Congressional enactment granted them "relative rank," meaning that although they were not actually commissioned officers they held rank corresponding to that of officers in the naval service. Two years later Congress gave them full military rank. Today, Navy

nurses are officers of the staff corps and take precedence after officers of the Dental Corps and Medical Service Corps.

The first 20 Navy nurses lacked government quarters, so they rented a house near their hospital and set up their own mess. From that time the Corps grew until, at the end of World War II, the corps reached its peak strength of 11,000. While current figures on size are classified, it has been revealed that almost 400 are now on duty in ships and at hospitals in the Korean theater.

Marine Corps Aviation

Marine Corps Aviation was born on 22 May 1912. A Marine officer, who later became the Marine's first aviator, was on that day ordered to Annapolis, Md., for aviation duty.

Marine Corps Aviation entered World War I with 35 aviation personnel. They carried out anti-submarine patrols off the Azores and also served in France. Following the war, they flew support missions over the jungles of Haiti and Nicaragua, lending air support to the ground Marines fighting guerrillas and bandits.

Air support techniques pioneered in these Latin American operations later were brought to full flower in the Pacific operations of World War II.

Operating at present from both land and from aircraft carriers, Marine aircraft are providing close support to ground forces in Korea, transporting supplies and troops to the battle areas, and providing aerial reconnaissance both over the battle areas and behind enemy lines.

New Foe for Hurricane Hunters

The Navy's hurricane hunters, Patrol Squadron 23 of NAS Miami, Fla., are moving this month from their job of tracking and reporting Caribbean, South Atlantic and Gulf hurricanes, to new duty at Brunswick, Me., as an anti-submarine patrol squadron.

A newly commissioned weather reconnaissance squadron VJ-2, based at NAS Jacksonville, Fla., takes over the hurricane duty along the Florida and Gulf coasts.

Weather Squadron 2 is the second of the Navy's hurricane hunters. VJ-1 located at Seattle, Wash., provides the weather reporting service for the northwestern area.

All Hands Would Like to Publish Your Story

Have you been thinking about submitting an article or photographs to ALL HANDS?

All naval personnel—not only journalists, photographers and PIOs—are encouraged to submit to ALL HANDS material which is considered of interest or significance to the Navyman. All material which is submitted receives careful consideration.

Here are a few suggestions and pointers on the type of material ALL HANDS likes to receive, and how to submit it:

Articles are wanted on new types of unclassified equipment, unclassified research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours in hobby shops, daily shipboard activities, dances and parties, sports and recreation, retirement of personnel after long service, training, humorous and interesting feature subjects.

Don't send in poems, songs, stories on change of command, or controversial subjects, however. And don't submit material uncomplimentary to individuals or derogatory to the service.

ALL HANDS also wants photographs of subjects following the same line as the desired articles listed above. Clear, well-identified 8 x 10 glossy prints are wanted. All persons should be identified by full name and rate or rank. Location and general descriptive information must be included.

Don't send in pictures of teams and large groups facing the camera, or photos with personnel out of uniform or in unmilitary poses—hats

cocked, pencils in pockets, sleeves rolled up, men needing haircuts, etc. Many photos received by ALL HANDS cannot be used for these reasons.

Routine photos of something every command is doing will not be used. For example, new CPOs eating their first meal in the CPO mess or a blood donor program, showing men lying on cots giving blood. ALL HANDS receives hundreds of photos in such cases, all showing practically the same thing.

Written material should be typed, double-spaced on one side of the paper. The writer's name and rate or rank should be included. If the material is being sent "exclusively" to ALL HANDS, say so.

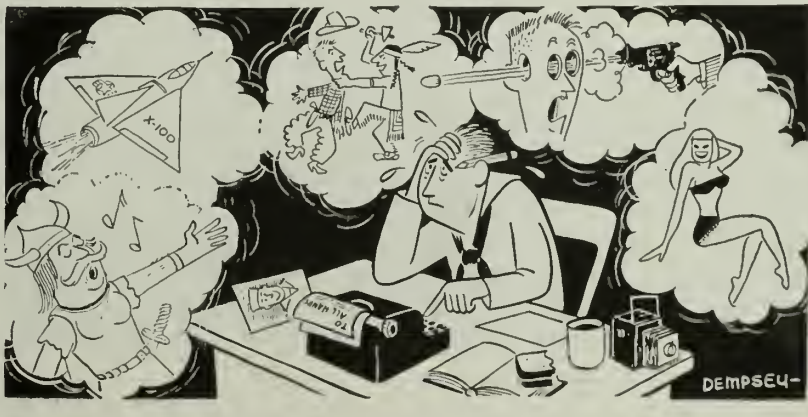
Photos should be mailed flat with stiff cardboard reinforcement. Do not write on the back of photos with sharp pencil or pen. Do not staple or pin material to photos.

All photos and written material must be in the hands of the editor by the first of the month prior to publication. Thus, 1 June is the deadline for the July issue. Extensive research, rewriting or security clearance may hold up material for some time after it reaches ALL HANDS. Incidentally, all material is cleared for security by the magazine before it is reproduced.

Address material to ALL HANDS as follows:

Bureau of Naval Personnel
Attn: Pers G-15; Editor, ALL HANDS
1809 Arlington Annex
Washington 25, D. C.

If you have a story to tell about your ship or station, your work or your shipmates, don't wait—send it in NOW.



5000th Dive for Submarine

Secretary of the Navy Dan A. Kimball recorded a "first" in the history of the Navy's submarine service when *uss Flying Fish* (AGSS 229) made her record-breaking 5000th dive.

For the first time in naval history the squawkbox of a Navy craft carried a direct order from the commanding officer to the Secretary of the Navy: "Now hear this. The Secretary of the Navy will please relieve the bow planesman." In performing this duty Secretary Kimball reported to Charles Maglis, GM1, USN, as his relief, and the bow plane operation was in the hands of Mr. Kimball after *Flying Fish* made her dive.

Now operating as an experimental unit of the Naval Underwater Sound Laboratory, New London, Conn., *Flying Fish* stood out for Long Island Sound. The icy waters of the Sound closed over her slate-gray length of 311 feet, eight inches, as she marked the 10th year of her life by establishing the world's record for the number of operational dives. She was the first submarine to be commissioned after the outbreak of World War II.

With the Secretary of the Navy and high ranking observers and guests on board, Lieutenant Commander R. W. Phipps, USN, commanding, *Flying Fish's* linehandlers cast off her bow and stern lines. Captain G. R. Donaho, USN, the first *Flying Fish* skipper when she was commissioned three days after Pearl

Harbor, was a visitor during this record making cruise. He stood the diving officer watch. Rear Admiral R. F. Hickey, USN, Chief of Information, served on watch as the sub's helmsman. Never before in naval history was a United States submarine operated by a higher ranking crew.

With 12 war patrols to her credit and 16 Japanese vessels sunk for a total of 58,306 tons, *Flying Fish* criss-crossed 125,447 miles of Pacific patrol. Nearly nine months of her 10-year life had been spent under water.

To all hands who were lucky enough to have been on board for the record breaking 5000th dive, the CO issued "Five Grander" certificates, reading: "Be it known to all good sailors of the seven seas that (holder's name, rank or rate), did this date actively participate in the submergence of the *uss Flying Fish* (AGSS 229) on this operationally historic occasion of her 5000th dive. Be it therefore proclaimed to all true and loyal Wearers of the Dolphin that he is hereby designated a Five Grander."

Steel from Pacific Scrap

Rusting war machinery on barren Pacific islands is being salvaged by the Navy as part of an over-all scrap collecting campaign now underway. Thousands of tons of scrap, left over from World War II battles, are being stacked in huge dumps to await

allocation to private companies and subsequent shipment to the West Coast for use in steel manufacture.

On Guam alone, nearly 9,000 tons of scrap iron and steel are awaiting transport to the nation's hungry steel mills. This amount has been collected since the Navy began its "Operation Salvage" a year ago. Another 5,550 tons of scrap have been located on Guam and will be collected soon.

Elsewhere in the Pacific, other phases of "Operation Salvage" are being continued. On Saipan, where thousands of vehicles and other war implements were left unattended at the end of the war, commercial companies are under contract to reclaim and transport more tons of scrap. Similar operations are underway or planned in the Hawaiian island area and on other islands.

The collection of scrap from the Pacific islands serves a dual purpose. In addition to helping ease the nation's critical shortage of salvage materials—nearly half of all new steel is produced from scrap material—it also aids in cleaning the islands' shorelines and jungles of wartime debris. During 1951, 68½ million tons of scrap were consumed by American mills.

New Anti-Freeze Suits

An improved continuous wear anti-exposure flying suit, designed to save lives of Navy airmen who are forced down at sea in cold waters, has recently been developed by the Aeronautical Medical Equipment Laboratory at Philadelphia, Pa.

The development was jointly sponsored by the Bureau of Aeronautics and the Aviation Medicine Division of the Bureau of Medicine and Surgery.

The new exposure suit, the MK 3, is now in widespread use in the Korean theater and will be furnished to all units where the need prevails as soon as the suits become available.

The MK 3 is for continuous wear and the new improved features employ an air permeable and water impermeable fabric as the basic elements. Rubber boots are sealed to the legs of the suit and the wrists and neck are made watertight by special latex cuffs. Waterproof gloves are supplied with each suit.

Each airman is fitted with individual care, and frequent inspection should give maximum protection in frigid waters.



FEELING NO PAIN, two Fleet Air Wing 4 airmen float comfortably in the cold water of Seattle's Lake Washington in a test of the new survival suit.

Monetary Value of Navy

The Navy's "plant value"—that is, the value of our ships, shipyards, airfields, aircraft, stores, equipment and other property—is about \$40 billion.

This is the "conservative estimate" given by Secretary of the Navy Dan A. Kimball, in an address at Charleston, S. C.

Here's a partial breakdown of the evaluation:

- Navy vessels—\$18 billion.
- Shipyards and other facilities—more than \$4 billion.
- Aircraft and accessories—more than \$3 billion.
- Stock on hand, including some two million items—\$12 billion.

The Navy will spend more than \$3 billion in 1952 for military personnel.

From the current budget of \$16 billion for the naval establishment, Secretary Kimball said that \$3½ billion will go for operation and maintenance costs. The largest item is slightly more than \$7 billion for procurement and production.

Purchase of aircraft and the construction of ships take up by far the largest part of the money allocated to procurement.

The Navy, Secretary Kimball added, "has saved billions of dollars by preserving our war-built ships, thereby having them in readiness for recommissioning."

In the years since 1794, through the fiscal year 1950, the nation has spent a little less than \$170 billion to maintain the Navy.

Navy's Personnel Buy Bonds

The Navy leads all departments of the federal government in purchase of United States Defense Bonds.

The Navy's Office of Savings Bonds reports that in 1951 more than 289,000 Navy military personnel, over 50,000 marines and 308,000 Navy civilian employees were making systematic investments in Defense Bonds through the payroll savings plan.

Since the Navy savings bond program was established 10 years ago, its military and civilian personnel have invested two and one-third billion dollars in bonds. Of this total, a billion dollars were Navy civilian employees' payroll savings.

Secretary of the Navy Dan A. Kimball said in Alnav 88-51 (NDB,



YOUNG HERB gets the lowdown on the use of signal flags from his father, a battle-wise veteran of World War II, on the flight deck of USS *Leyte*.

Son of Quartermaster Follows Dad's Footsteps

The father-and-son team of Chief Quartermaster Raymond Way and Seaman Herb Way is a familiar sight around the navigating bridge of *uss Leyte* (CV 32). Young Herb wants to be a quartermaster too and is striking for the rating.

If his future career is anything like his pop's, it won't lack for excitement. Chief Way, although serving on board a carrier at present, is primarily a submarine sailor. He was on board *uss Sea Lion* (SS 315) when the submarine made a daring attack under cover of night on a strong Japanese attack force in the Straits of Formosa. Making a surface approach, *Sea Lion* loosed

a spray of torpedoes which sent the battleship *Kongo* to the bottom, the only Japanese battleship to be sunk by a U. S. submarine unassisted.

This red letter day was sweet revenge for Way and other members of *Sea Lion's* crew who had been members of the original *Sea Lion* (SS 195), the first submarine to be bombed after the outbreak of World War II. In between duty on the two *Sea Lions*, Chief Way put in another war patrol in *uss Harder* (SS 257).

Afloat, they make a smooth operating team. Around the bridge, the word is, "Where there's a will, there's a Way."

July-December 1951), that "The practice of thrift and investment of a portion of personal income in Defense Bonds is a vital patriotic service every individual may perform."

More than \$153 million were invested in one year—1951—through pay allotments by naval personnel to buy U.S. Defense Bonds.

Carrier Landing Records Soar

Here are the latest record-landing reports from the Navy's flattops now in action. *uss Wright* (CVL 49), operating in the Atlantic, reports her 41,000th landing since commissioning 9 Feb 1947, putting this carrier into the second-place berth ahead of

uss Saipan (CVL 48), previously reported in ALL HANDS, January 1952. The CVL-class record, as unofficially reported, is still held by *uss Cabot* (CVL 28).

Also among the leaders is *uss Valley Forge* (CV 45). Her most recent landing tally is 37,000. The "Happy Valley" is now serving her third Korean tour of duty.

Another record performance since commissioning is reported by *uss Antietam* (CV 36). Her score is 24,000.

On the west coast of Korea, a Marine flyer set his Corsair down to tally the 10,000th landing on *uss Bairoko* (CVE 115).

12th ND Trophy Winners

The Class A 12th Naval District Commandant's Athletic Excellency Trophy for 1951 has been presented to Naval Air Station Alameda, Calif. The trophy is given annually to the naval activity of more than 500 personnel accruing the highest number of points in 12th ND sports competition.

In the District competition, Alameda annexed first places in football, basketball, volleyball, boxing, wrestling, badminton, and golf; the baseball team took runners-up honors; bowling and tennis teams came in third; and the tennis team was fourth.

U. S. Naval Hospital Oakland, Calif., was awarded the Class B trophy. It was the first win for the Oak Knoll athletes in the five-year history of the trophy.

New Pistol Record

A new record for .45 pistol shooting by women Marines at MCAS Cherry Point, N. C., has been set by LT Nancy McCartney, USMC, who scored a 299 to top the previous mark by 48 points.

A station range officer said he believed the score may be the highest ever fired by any woman Marine on qualification day. She scored better than the average male Marine under similar circumstances, and qualified for sharpshooter.



QUEEN Christine Gordon is interviewed by Ray Klynott, AM3, as new EM club opens at Trinidad, B.W.I.



25-LB. BARRACUDA was speared by W. L. Lowe, AFC, USN, in Puerto Rico during interesting off-duty sport.

Marines Win SRNC Hoop Title

The Severn River Naval Command basketball championship was won by the Marine Barracks' quintet of U. S. Naval Station, Annapolis, Md.

Bowling Tourney Notes

Keglers of NAS Key West are the 6th Naval District bowling champs.

The 11th ND championship was taken by MCAS El Toro. NAS San Diego and USNH San Diego tied for second place. The District's Women's Bowling League title was annexed by Waves of NTC San Diego.

In the 13th ND roll-offs, NAS Sand Point was first, with NAS Whidbey Island taking runners-up honors.

Naval Base, Pearl Harbor, won the 14th ND alley title. Barber's Point placed second.

uss *Tutuila* (ARG 4) won the 1952 Service Force Atlantic Fleet Bowling Tournament at Norfolk Naval Base. uss *Cadmus* (AR 14) was second, and uss *Amphion* (AR 13) third.

Transport Squadron One took top spot in the Air Force Atlantic Fleet Bowling Tournament.

The Philadelphia Naval Base Bowling League championship was taken by uss *Currituck* (AV 7). It was the first year of participation by the "Tuck" keggers in this hotly contested league.

All-Marine Contests Scheduled

In order to maintain a high level of interest in athletics, the Marine Corps has scheduled an extensive All-Corps championships program.

All-Marine tournaments will be conducted in baseball and football, and, when deemed feasible, in track and other sports.

The championships, initially, will be confined to Marine activities within the continental U. S. Activities east of the Mississippi River sponsoring varsity athletic teams are eligible to compete for East Coast championships, and activities west of the Mississippi may compete for West Coast titles. East and West Coast champions will meet for the All-Marine Corps championships.

The baseball title competition will start 7 August, with the West Coast champion acting as host. The All-Marine Corps football championship will be decided 29 November, with the West Coast champion acting as host.

Upon completion of the All-Corps baseball tourney, the All-Marine champs will again compete in the annual National Non-professional Baseball Congress playoffs at Wichita, Kans. In 1951, Camp Lejeune's All-Marine baseballers shared a three way tie for fourth place in the final "Congress" standings, and were voted the most popular team of the more than 50 competing in the tournament.

NTC San Diego Is Tops Again

For the second consecutive year, Naval Training Center, San Diego, Calif., has been awarded the Class A 11th Naval District Commandant's Trophy for excellency in sports during 1951.

Outpointing all Navy and Marine 11th ND units in athletic competition, the NTC teams annexed baseball, football, track and basketball honors. It marked the first time a single installation has won all four major sports titles since 1946 when the commandant's award was originated in the 11th ND.

Sangley Wins PI Tourney

The Sangley Point Naval Station basketball team swept to its second consecutive Philippine Command championship by defeating four finalists in succession (one by forfeit).

Cruiser Court Artists

The basketball Orioles of the re-commissioned *uss Baltimore* (CA 68) will be a strong contender for Pacific Fleet hoop honors when the basketball season's performances are tabulated.

With less than a week's practice, the team faced several Puget Sound Naval Shipyard quintets and won by margins ranging to 54 points. After but three weeks of practice, the Orioles took on the experienced *uss Princeton* team and led them all the way to a 39-36 win.

However, their most gratifying victory was realized the day before they shoved off for sea. Playing a strong Keyport Base team boasting a string of 20 consecutive victories, the Orioles forced the game into two overtime periods, winning finally by a 46-41 score.

Basketball Roundup

uss New Jersey (BB 62) won the CruLant basketball championship for the second straight year by defeating *uss Salem* (CA 139), 85-73, in the finals. The Jersey men had a season of 21 wins against one loss.

The 9th Naval District Free Throw title was won by St. Louis Naval Air Station. Marine Barracks, Naval Ammunition Depot, Hastings, Neb., was second.

Great Lakes, 1951 defending champs, retained the trophy in the 1952 9th ND playoffs. It was the fourth win for the NTC Bluejackets in the six-year-old 9th ND tourney. They also won in 1947 and 1949.

uss Sicily (CVE 118), recently completing overhaul after two Korean tours, has established an enviable record in hoop circles. Considered the top team in Pacific Fleet competition, *Sicily's* team has averaged 53 points per game, and holds victories, among others, over *uss Iowa* (BB 61), *Toledo* (CA 133), *Helena* (CA 75), *Boxer* (CV 21), *Rendova* (CVE 114) and *Navasota* (AO 106). This team also copped the ComFAir trophy and the NAS San Diego Captain's Cup.

Composite Squadron Four of NAS Atlantic City won the ComAirLant basketball title with a 95-75 defeat of FASRon-5 of Oceana, defending 1951 champs and 1952 Norfolk sectional victors.

The Quonset Flyers gained permanent possession of the 1st ND



OLYMPIC PROSPECT—Dick Attlesley, former collegiate star now a seaman, wins Sugar Bowl 110-meter high hurdles. He holds world's record for the event.

trophy by winning the district championship for the third straight year.

NAAS Los Alamitos won the 11th ND tourney, downing last year's champs, the NTC San Diego Bluejackets, two straight games in the finals. NTC San Diego Waves annexed the Women's Invitational Tournament championship.

The NAS Alameda Hellcats copped the 12th ND Class A championship. The Class B title was taken by *uss Grady* (DE 445).

The Bremerton Clippers of Puget Sound Naval Shipyard won four consecutive playoff contests to cinch the 13th ND trophy.

Top cage team in the 14th ND Inter-Service League is NAS Barbers Point, T. H.

The Adak Eagles defeated the Kodiak Navy All Stars to claim the 17th ND trophy for the sixth year in succession.

NAS Agana Flyers are the champs of the Guam Inter-Service Basketball League.

The 5th ND crown was won by NAS Norfolk. It was the fifth consecutive district trophy win for the Norva Flyers.

The annual CruDesPac hoop tourney for DDs and DEs was won by *uss Rogers* (DDR 876). *uss Arnold J. Isbell* (DD 869) was runner-up.

The second straight All-Western Basketball Championship title was taken by NTC San Diego. The Blue-

jackets stopped the Sixth Army champs of Fort Lewis, 57-44, in the finals.

A Commander Fleet Air, Japan, quintet garnered the trophy in the Japan Central Command Navy and Marine Far East 16-team tourney at Yokosuka.

Cagers of *uss Maloy* (DE 791) are the 1952 New London Submarine Base Basketball League champs. The DE quintet salted away the trophy by edging a base communications squad, 59-56, in the final playoff.



CENTER JUMP pits ServLant's George Noble (45) against Ft. Belvoir's Bob Wuenker. The Navy team won, 80-70.

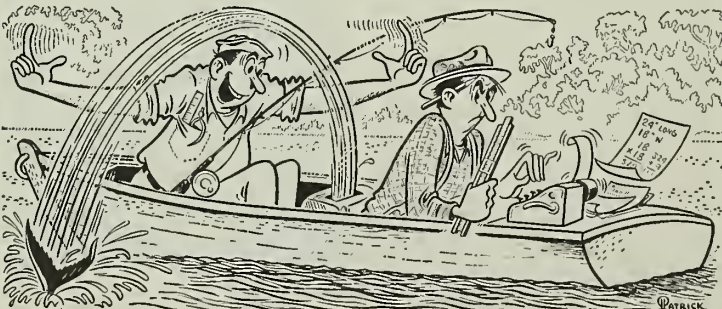
SIDELINE STRATEGY

IN 1924, THE girls' tennis championship of the U.S., was won by a teen-age contender from Globe, Ariz. When she again took the title the following year, this young lady was well launched on a long and highly-successful career in national and international court competition. In 1927 she became a member of the American Wightman Cup Team, the nation's top-ranking squad in United States-British play, and remained with the team for the next dozen years. She won the national women's singles championship in 1932 and defended this title through 1935 to become the first woman in U.S. tennis history to win the trophy four years running. She was a member of the winning National Women's Doubles team in 1932, 1934 and 1935, and a member of the winning National Mixed Doubles team in 1934. At Wimbledon, England, in 1936, she won the British Woman's (All-Comers) Championship to be acclaimed champion woman tennis player of the world. A serious fall in 1942 took her out of tournament play, but the loss to the sports world of one of the all-time and most popular tennis greats was the Navy's gain. In 1942, she became a LTJG in the Naval Reserve and was assigned as public relations officer at U. S. Naval Training School, Bronx, N. Y. After the war she returned to private life to devote her time to writing. In

1949, however, she was recalled to duty, and now is serving in the public information office at Naval Gun Factory, Washington. If you haven't guessed by now, the person we've been talking about is LCDR Helen Hull Jacobs, USNR.

★ ★ ★

It's about time for a fish story—one on the level, yet! In a Bureau of Navigation (now Personnel) Bulletin of 30 May 1931 appeared the following gem of an aid-to-the-angler: "It frequently happens that fish remarkable for their great size are often caught, but jump out of the boat before they can be taken to a place where scales are available. Naturally, doubt is sometimes expressed regarding the reported size of the catch, but in the future there need be no further cause for doubt if fishermen will apply the following rule before rebaiting the hook (the Bureau acknowledged indebtedness to a well-known sporting goods concern for the formula): Take the length and girth, then multiply the girth squared by the length and divide the total by 800. For example: a fish 24 inches long and 18 inches in girth: $18 \times 18 = 324$ (girth squared) by 24 (length) = 7776 (total). Divide 7776 by 800 and you have 9 576/800 or approximately 9 1/2 pounds." And there we were, 40,000 feet out in the bay, and no pencil! —Ernest J. Jeffrey, JOC, USN.



Mineforce Volleyball Champs

Volleyballers of *uss Shannon* (DM 25) are the 1952 winners of the Atlantic Fleet Mineforce tournament.

Shannon's team won four straight games in a two-day round robin playoff at North Charleston, S.C. *uss Hobson* (DMS 26) took second place with two wins and two losses. In third spot was *uss Ellyson* (DMS 19) with no wins and four losses.

Quantico Wins Hoop Trophy

The Quantico Marines, in an East Coast-West Coast champions playoff, won the 1951-1952 All-Marine Basketball Championship title by taking the first two games in a post-season three-game tourney with MCRD San Diego. The host-playing Virginians had an over-all season of 37 games won in 44 meetings.

Two new marks were put into the records by the current Leatherneck champs. They have never been defeated at home in 22 contests, and the 99 points they scored against a Fort Myer, Va., five is a new single-game tally record for a Quantico Marine Corps Schools' team.

Wrestling Briefs

Matmen of NAS Whidbey Island, Wash., are the 13th Naval District wrestling champions for 1952.

The 11th ND trophy for 1952 has been retained by NTC San Diego, also winners of its second Far West AAU title, the San Diego YMCA Armed Services tourney, and the 14th ND Olympic Wrestling Trials.

NAS Alameda copped the 12th ND crown, walking away with seven of the eight titles. Treasure Island Naval Station took the heavyweight honors.

Naval Academy Preparatory School, Bainbridge, Md., annexed the Middle Atlantic Inter-Service Athletic Council cup, taking five first and three third places in competition entered by teams of military and naval installations throughout North Carolina, Virginia, Maryland, and Washington, D. C. Camp Lejeune Marines placed second.

In judo competition, Treasure Island's squad shared team championship honors with San Jose State College in the annual Pacific AAU Judo tournament conducted at San Carlos, Calif.

THE BULLETIN BOARD

Men Separated Before End Of An Enlistment Must Repay Part of Their Bonus

A portion of the reenlistment bonus paid to certain personnel must hereafter be returned to the government if they are separated before expiration of their term of service for which the bonus was paid. This is required by Public Law 217, 82nd Congress.

Take, for example, a man who reenlisted for four years but served only one of those years. Under certain conditions of discharge he is required to refund a proportionate part of the bonus. The portion to be repaid covers the period not served, which in this example would be \$120 of his \$160 bonus.

Here are the conditions of separation now requiring a refund:

- *Fleet Reservists* and *Fleet Marine Corps Reservists*—released to inactive duty prior to the expiration of the number of years service for which the bonus was paid.

- *Enlisted women*—separation for convenience of the Government in the case of enlisted women whose marriage provides the sole basis for discharge.

- *Early discharges* — Persons granted early discharges for the purpose of reenlistment for a specific reason, i.e., to attend a service school or to complete a tour of duty.

- Separation by reason of unsuitability when recoupment is specifically directed by the Chief of Naval Personnel or the Commandant of the Marine Corps.

- Separations by reason of disability resulting from misconduct, wilful neglect, or incurred during unauthorized absence; separations for misconduct (as provided by Art. C-10313, *BuPers Manual* or Para. 10-278, *MarCorps Manual*); separations by reason of approved sentence of a court martial, or unfitness; and finally, as a result of writ of habeas corpus when directed by the Chief of Naval Personnel or the Commandant of the Marine Corps.

All available items of pay and allowances will be used to liquidate the resulting indebtedness prior to

5000 Line and Staff Officers Selected for Lieutenant

Approximately 5,000 line and staff officers of the Regular Navy and Naval Reserve on active duty have been selected for temporary promotion to the grade of lieutenant.

Selection boards, which convened on 22 January, considered lieutenants (junior grade) who reported for extended active duty prior to 1 July 1951. Eligible male line officers included LTJGs with date of rank prior to 1 July 1949. Eligible women line officers included LTGs with date of rank prior to 2 July 1949. Staff officers were eligible along with their line running mates.

Promotion is being effected in three increments—1 April, 1 May and 1 June 1952.

Complete details are included in BuPers Circ. Ltr. 56-52 (NDB, 31 Mar 1952).

discharge — with the exception of milage and savings deposits. However, a person may make a cash deposit to offset the checkage.

The checkage is computed by multiplying the total amount of the bonus paid by the ratio that the unexpired portion of the enlistment bears to the total enlistment period for which the bonus was paid. Any fraction of a year served is considered a full year when computing the amount of the refund.

As an example of this, take a man who reenlists for six years and received a bonus of \$360. If he serves a couple of months and is discharged under one of the above conditions he is credited with a year's service. He must refund 5/6ths of the total—or \$300. If he serves a year and a day he must refund 4/6ths—or \$240. Time is computed to the actual date of discharge.

Joint letter 52-130 (NDB, 15 March 1952) contains full details on this subject of recoupment of reenlistment bonus. Provisions of this letter become effective upon receipt by individual commands.

U.S. Naval Institute Posts Contest Rules for Annual Enlisted Prize Essay

The Enlisted Prize Essay Contest, conducted annually by the U.S. Naval Institute, has been announced for this year. Enlisted men and women on active duty with the Regular and Reserve components of the Navy, Marine Corps and Coast Guard are invited to enter the competition.

Contestants must mail their entries in time to arrive at the contest headquarters by 1 Aug 1952.

A prize of not less than \$300 and ranging up to \$700, plus a gold medal and a life membership in the Institute, will be awarded for the best essay submitted on any subject pertaining to the naval profession which meets the Institute's standards.

One or more essays may also receive honorable mention awards.

Here are the contest rules:

- Essay should not exceed 8,000 words.

- All essays must be typewritten, double-spaced, on paper approximately eight and one-half by 11 inches, and must be submitted in triplicate, each copy complete in itself.

- Awards will be made by the Board of Control, voting by ballot and without knowledge of the competitors' names.

- Your name should not appear any place on the essay. Your identification should be concealed in a sealed envelope which is to accompany the entry. Each essay must have a motto in addition to a title. This motto must appear at three places (1) on the title page of the essay; (2) on the *outside* of the sealed envelope which contains identification of the competitor; (3) *inside* the envelope the competitor will write the same motto together with his name and address. Entries must be in the Institute by 1 Aug 1952.

- Awards will be made known and presented to the successful contestants as soon as practical after the September meeting of the Board of Control.

Living Conditions in Japan for U.S. Naval Personnel and Dependents

ALL HANDS continues its coverage of overseas living conditions with a report on Japan.

Pamphlets, giving detailed information on Japan, may be obtained by writing to the Chief of Naval Personnel (Attn: Pers-G212), Navy Department, Washington 25, D. C.

Japan

Navy dependents are most likely to be located at the following places: Sendai, Misawa (Northern Honshu); Tokyo-Yokohama, Tachikawa (Central Honshu); Kobe-Osaka-Kyoto-Nagoya (Southern Honshu); Sapporo (Island of Hokkaido); Fukuoka and Itazuki (Island of Kyushu). Liv-

ing conditions are generally the same, and the following comments apply unless otherwise noted.

Climate—Northern Honshu: This area is characterized by warm, cloudy, rainy summers and mild sunny winters. Some snow falls in winter.

Central Honshu: Locality similar to Washington, D. C. Infrequent snow may be expected during the period December to March. Generally sunny conditions prevail, but summers are warm, cloudy, rainy.

Southern Honshu: Climate like that of Tokyo (Central Honshu) but slightly warmer.

Hokkaido: Short, warm summers; long, cold winters. Over-all climate like that of Maine. Bring plenty of winter clothing.

Kyushu: Summers are oppressive—hot and humid at sea level; winters are mild and usually clear.

Housing—There is a critical shortage of housing in Japan at the present time. Dependents will be housed in "interim quarters" until permanent housing becomes available. In many cases, the interim housing will be far removed from the duty station of the serviceman and commuting will be virtually impossible. Housing consists of Japanese homes; community housing similar to American houses of two, three and four bedrooms; apartments with one, two and three bedrooms; and quonset huts—full or half quonsets.

Occupation personnel may enter into private rental agreements with local property owners, under certain conditions. Household furnishings—which come with government-provided housing—are not provided those who enter into private rental arrangements.

Household effects — Dependents' houses contain all basic furniture requirements. Therefore, only a minimum of household goods—such as favorite items—need be brought to Japan. Consult the representative of the agency issuing your travel authorization before you ship any goods to Japan and before you store that which you do not intend to send to Japan. Bring your own flat silverware, household linens. Remember that closet and other storage space is always very limited.

Utilities—Bring your own electrical appliances such as washing machines, vacuum cleaners, lamps, irons, toasters, radios. Don't bring electric clocks or phonographs to Japan unless you know they will operate on 100 volt, 50 cycle current. Phonographs can be easily modified to operate on this current.

Clothing — Bring plenty of both winter and summer clothing, including rain gear. Summer cottons and ski suits will come in handy for children. Most clothing items are available at the Army's super-PXs. Dry cleaning and laundry facilities are available through Army commissaries and stores.

Food—Fresh milk is not readily available but there are adequate stocks of condensed, powdered and reconstituted milk. Food necessities may be purchased in commissaries and other outlets. Some food is available at Japanese markets, but care in

Scholarship Waiting for Talented Son of Serviceman

An opportunity for a four-year tuition scholarship at Rensselaer Polytechnic Institute is being offered to a candidate selected from applicants who are sons of enlisted petty officers, noncommissioned or commissioned officers of the Regular and Reserve components of the Navy and Marine Corps.

The student selected must be the son of an eligible member on active duty or retired with pay, or the son of a deceased member of the above category. The successful candidate will be awarded free tuition amounting to \$600 a year and will enter the Institute at Troy, N.Y., beginning with the September 1952 class.

Details of the announcement are included in BuPers Circ. Ltr. 52-52 (NDB, 31 Mar 1952). Application forms may be secured from the Chief of Naval Personnel, (Attn: Pers-G212). The application must be completed by the applicant and the principal of the secondary school he last attended, and forwarded in time to reach the Bureau on or before 20 June 1952.

Only exceptional students will be considered and the successful candidate will be required to maintain an average of 85 per cent. The Institute maintains 12 undergraduate courses leading to the bachelor degree in the fields of engineering, business administration, chemistry, physics, biology and architecture.

No Allotment for First or Last Month of Service

Each month the Navy receives hundreds of inquiries concerning the whereabouts of allotment checks. Many of these letters are based on the mistaken belief that allotments cover the month of entry into service and the month of separation from service. This isn't so.

Allotments are not registered for the month in which a member enters the service. In addition, most allotments are stopped after payment for the month prior to the last month of service. This means that the first allotment check received, following the member's entry in the service, will be during the first part of the second month following the month in which the member entered the service. Also the last allotment check received will usually be received during the first part of the month in which the serviceman is discharged or released to inactive duty.

In this connection, it is worth noting that the "Q" allotment, registered in support of basic allowance for quarters, is no different from any other allotment so far as the registration and discontinuance of such allotments are concerned.

preparation of such food is necessary.

Automobiles—Shipment of one car per family is authorized. Get instructions from port of embarkation regarding preparation of car for shipment. Lock-type gas caps are required. Have car in tiptop shape before sending it. Check with your supply officer or at POE for spare parts you should take along. Remember that driving is on the left side in Japan; speed limits are much lower than in the U. S. Gasoline is available at PXs which also maintain a number of service stations. Cars are recommended items for service families.

Servants—Household servants are no longer furnished by the Japanese government but may be hired at from \$18 to \$36 per month, depending upon job classification and capability.

Medical care—Adequate hospitals are available and dispensaries are located at most housing areas. Dental, optical care are also available as well as service in the fields of surgery, pediatrics and obstetrics.

Education—Schools ranging from kindergarten through the 12th grade are in operation, located in areas where U. S. military and civilian personnel are concentrated. In areas where there are insufficient children to warrant schools, the Calvert System of Home Instruction for elementary school pupils and correspondence courses for high school students are used. Bring transcripts of credits of schooling already completed by your children.

Banking—Facilities are available at Tokyo and Yokohama. Military Payment Certificates are the only authorized exchange medium in military establishments. Japanese yen must be used in transactions with the Japanese. No U. S. currency is used. MPCs and yen may be obtained at U. S. disbursing offices and banks.

Religion—Jewish, Catholic and Protestant services are available. Religious instruction is provided for children, under the supervision of Army chaplains.

Recreation—The usual sports—golf, tennis, swimming, fishing, hunting—are available. Movies, stage shows and concerts are plentiful. Sightseeing—with plenty of scenes to please the amateur photographer—is quite popular.

"Full Dress" in the Old Days

When vessels of the early American Navy set sail under full canvas it was a striking picture. No less a splendid sight to behold were the officers when in full dress. And some 130 years ago, care of the uniform was no mean task.

For example, a Navy General Order of 10 May 1820, required that "after the first day of May, 1821, the 'Uniform Dress' for the Officers of the Navy of the United States, shall be as hereinafter described and to which all Officers of the Navy are directed to conform." The order continued with a description of the "full dress" uniform for "Captains of Five Years' Standing":

"Coat—Blue cloth, broad lapels and white lining; standing collar; trimmed with gold lace around the collar, descending around the lapels to the bottom of the coat, the upper part of the cuffs, around the pocket flaps (above the upper seam of the flaps) and around the edges of the pocket flaps (these two rows of lace around the pocket flaps nearly touch each other); a single lace around every button hole: the width of the lace on all parts of the coat, excepting around the button holes, is not to be more than three-fourths, nor less than five-eighths, of an inch; the width of that around the button holes is to be one-half the width of that on the other parts of the coat. The buttons to be one on each side of the standing collar, nine on each side of the lapels, four on each of the pocket flaps, and four on each of the cuffs, two over the skirts of the coat, two on each fold between the hip buttons and the end of the skirt, and one on each end of the



skirt. On the lapels there are to be open lace button holes; on the collar, cuffs and pocket flaps, there are to be blank lace button holes; over each of the two buttons over the skirt of the coat there is to be a triangle of lace, and one triangle between the two, so that there will be three triangles; the folds of the skirts are also to be laced.

"Epaulets—Two gold epaulets, with two silver anchors crossed on each.

"Pantaloons and Vest—White. The vest to be single breasted and to have nine buttons, and there are to be four buttons on and four under, each of the pocket flaps. When in full dress, to wear half boots, cut and thrust sword, with yellow mountains, and gold laced cocked hats, the lace not to show more than one and a quarter inches on each side."

Navy Board Considers WOs and CWOs for Promotion

A Navy board convened on 15 April to consider the promotion of warrant officers to commissioned warrant grade (W-2) and the assignment of commissioned warrant officers to pay grades W-3 and W-4.

WOs and CWOs considered were those of the Regular Navy and Naval Reserve on active duty. Completion of at least three years' warrant service prior to 1 July 1953 was a prerequisite for promotion to CWO and to pay grade W-2.

For assignment to W-3, CWOs must have had continuous commissioned service (as distinguished from date of rank) commencing prior to

July 1945. CWOs who completed 12 years' commissioned service were considered for promotion to W-4.

Also considered for assignment to the above CWO pay grades were permanent CWOs serving under temporary appointments in higher pay grades. Commissioned service requirements are the same as those listed above.

The program covering active duty warrant officers is announced in BuPers Circ. Ltr. 46-52 (NDB. 15 Mar 1952). Promotion and assignment of Naval Reservist WOs and CWOs on inactive duty is the subject of a BuPers letter (Pers B132 of 27 Mar 1952) addressed to all district commandants.

Opportunity for Postgraduate Instruction Again Raps on Your Panel

Qualified Regular Navy and Naval Reserve officers on active duty are urged to apply for postgraduate training courses which will be offered in 1952, 1953 and 1954.

The postgraduate instruction program—an integral part of the Navy's personnel planning policy—provides a wide variety of studies which are of great value to officers throughout their naval careers.

By taking postgraduate courses, officers can obtain a thorough understanding of principles incorporated into various naval programs, operational and administrative practices, the latest weapons and "weapons of the future." A number of courses are available to qualified officers who want to specialize in one of several fields in which the Navy has a special interest. In recent years insufficient applications have been received to fill requirements.

Officers desiring postgraduate instruction should submit applications to the Chief of Naval Personnel



"Yours?"

(Attn: Pers-Blllh), via the chain of command. Applications must contain a first and second choice of courses. In addition, all applications must include signed agreements not to resign during the period of training and to serve on active duty after completion of studies on the basis of two years' obligated service for each year of postgraduate instruction received.

Interested officers should study the U.S. Naval Postgraduate School Catalogue, now being sent to all major ships and stations. Additional information on the program will be found in BuPers Circ. Ltr. 51-52 (NDB, 31 Mar 1952).

Following is a list of postgraduate courses available—including convening dates, duration, and deadline for submitting applications, if any. *Unless otherwise noted, the courses will be given at the Naval Postgraduate School, Monterey, Calif.*

- **Advanced Management** — Convenes September 1952 and February 1953; 13 weeks' duration; Harvard University. No applications desired.

- **Advanced Management** — Convenes October 1952 and February 1953; 8 weeks; University of Pittsburgh. No applications desired.

- **Advanced Science**—No convening date given; three years; selected civilian institutions. No applications desired.

- **Aerological Engineering** — Convenes January 1953; 18 months; deadline for applications: 1 July 1952.

- **Aerology**—Convenes January 1953; 18 months; deadline for applications: 1 July 1952.

- **Aeronautical Engineering** — Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Aeronautical Engineering (Armament)** —Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Aeronautical Engineering (Electrical)** —Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Business Administration** — Convenes September 1953; two years; Harvard, Stanford or Columbia University; deadline for applications: 1 Aug 1952.

- **Chaplains**—Convenes September 1953; one year; various seminaries; deadline for applications: 1 Jan 1953.

- **Chemical Engineering**—Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Cinematography**—Convenes September 1953; one year; University of Southern California. No applications desired.

- **Civil Engineering (Advanced)** — Convenes May 1953; 14 months; selected civilian institutions; deadline for applications: 1 Aug 1952.

- **Civil Engineering (Qualification)** — Convenes May 1953; 17 months; Rensselaer Polytechnic Institute; deadline for applications: 1 Aug 1952.

- **Communications** — Convenes August 1953; one year; deadline for applications: 1 Aug 1952.

- **Comptrollership**—Convenes September 1953; one year; George Washington University, Washington, D. C.; deadline for applications: 1 Aug 1952.

- **Electrical Engineering**—Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Engineering Electronics**—Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Hydrographic Engineering**—Convenes June 1953; one year; selected civilian institution. No applications desired.

- **Law**—Convenes September 1953; three years; George Washington, Georgetown, or Catholic University, Washington, D. C.; deadline for applications: 1 Aug 1952.

- **Management and Industrial Engineering**—Convenes September 1953; one year; Rensselaer Polytechnic Institute; deadline for applications: 1 Aug 1953.

- **Mechanical Engineering** — Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Mechanical Engineering (Equalization)** —Convenes August 1953; two years. No applications desired.

- **Metallurgical Engineering** — Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Naval Construction and Engineering**—Convenes June 1954 (a limited number may be ordered to June 1953 class); three years; Massachusetts Institute of Technology or Webb Institute of Naval Architecture; deadline for applications: 1 Aug 1952.

- **Nuclear Engineering (Advanced)** —

6000 Commissions in NR Waiting for Qualified EMs

The Navy plans to commission each year more than 6,000 junior officers in the U.S. Naval Reserve through the Officer Candidate School, Newport, R.I.

Opportunity is offered enlisted men—both active and inactive duty status—of the Regular Navy and Marine Corps, and Reserve components, for careers as commissioned officers in the naval service through the OCS program.

A complete roundup of the eligibility requirements and processing procedures for appointment of qualified enlisted members of the naval service leading to commissioned grades as Reserve officers for active duty in the unrestricted and restricted Line, (specialists) Supply Corps, or Civil Engineer Corps officers, is outlined in BuPers Circ. Ltr. 24-52 (NDB, 15 Feb 1952). A summary of the OCS program and other opportunities leading to officer appointments is included in ALL HANDS (February 1952, p. 10).

Convenes June 1953; 15 months; Massachusetts Institute of Technology. No applications desired.

- **Naval Intelligence** — Convenes July 1953 and January 1954; one to two years; U.S. Naval Intelligence School, Washington, D. C.; deadline for applications: 1 Aug 1952.

- **Oceanography** — Convenes September 1953; one year; Scripps Institute of Oceanography; deadline for applications: 1 Aug 1952.

- **Operations Analysis** — Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Ordnance Engineering (Aviation)** — Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Ordnance Engineering (General)** — Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Ordnance Engineering (Chemistry)** — Convenes August 1953; three years; deadline for applications: 1 Aug 1952.

- **Ordnance Engineering (Jet Propulsion)** — Convenes August 1953; three years deadline for applications: 1 Aug 1952.

- **Ordnance Engineering (Special Physics)** — Convenes August 1953; three years; deadline for applications: 1 Aug 1952.

- **Personnel Administration and Training** — Convenes June 1953; 12 months; Stanford University; deadline for applications: 1 Aug 1952.

- **Petroleum Engineering** — Convenes August 1953; three years; deadline for applications: 1 Aug 1952.

- **Petroleum Engineering (Advanced)** — Convenes September 1953; two years; University of Pittsburgh; deadline for applications: 1 Aug 1952.

- **Photography** — Convenes September 1953; two years; Rochester Institute of Technology. No applications desired.

- **Nuclear Engineering (Effects)** — Convenes August 1953; two years; deadline for applications: 1 Aug 1952.

- **Textile Engineering** — Convenes September 1953; two years; Georgia Institute of Technology; deadline for applications: 1 Aug 1952.

- **General Line** — Convenes Spring 1953; 11 months. Applications are not required from officers below grade of commander since prospective candidates will be ordered from officers who are available. Commanders desiring the course must submit applications.

An additional (third) year of training, in the designated fields, is open to outstanding student officers enrolled in the following two-year courses: Aeronautical engineering (all three courses), Chemical Engineering, Electrical Engineering, Engineering Electronics, Mechanical Engineering, Metallurgical Engineering, and the five Ordnance Engineering courses.

Humans' Motor Ability Put to the Test

Can you twirl your thumbs in opposite directions at the same time? Probably not. But lots of Navy men must perform similar feats—twirling knobs and turning cranks instead of thumbs. Sometimes their own lives and the lives of others depend on the accuracy of their movements.

Fire controlmen, for example, must keep crosshairs on the target. Tracking the target is done by turning two cranks, knobs or wheels—one controlling bearing, moving the crosshairs to port or starboard; the other controlling elevation, moving the crosshairs up and down. Usually both controls must be operated at the same time.

What effect does the position of the knobs or cranks have on the ability of the person operating the device? How about the direction of movement of the knobs in relation to the movement of the crosshairs or other device? And what of the amount of movement, the size of the knob or crank, and the force or torque required to make the movement?

Are these factors important? If a man can get on-target quicker and stay on-target longer because a knob turns to the right instead of to the left, then this is valuable information—"good dope"—for the Navy. It'll make for better marksmanship, in the case of the fire controlman.

The Human Engineering Division of the Office of Naval Research's Special Devices Center tackled the problem of "human motor abilities"—the ability of man to move various parts of his body. They came up with a report on

"scientific double-eranking," determining the best position and direction of turning for the two cranks.

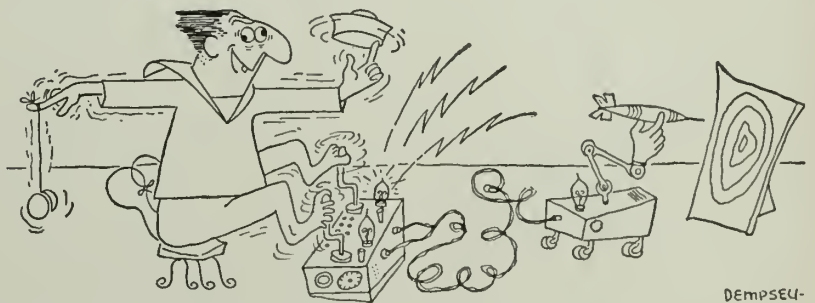
For laboratory equipment, the scientists used a modified two-hand coordinator to measure the ability of a person to keep a target-follower on-target by means of two cranks while watching a target moving at different speeds along an irregular path.

Ordinarily, the cranks (or knobs) face the operator and turn in a vertical plane parallel with the front of the operator's body. In the modified device, either crank can be pivoted so that the handle turns in a vertical plane perpendicular to the operator's body.

An electric clock, calibrated in thousandths of a minute, recorded the scores in milliminutes on target. Factors such as judgment, motor (body) control, coordination, interference and the like were taken into consideration.

Results of these tests have shown the "ideal" placement of the control knobs or cranks. Other information stemming from the research project includes the size of the knobs for best control, the number of degrees for knob or crank to rotate, and the amount of torque or friction needed for optimum control.

This new knowledge will be reflected in better designed equipment for the Navy in many fields. Radio, sonar, loran, computer and fire control devices for better marksmanship—all of which require setting or adjustment by knobs or cranks—are among the instruments that will be improved as a result of the psychological studies.



DEMPSEY

Applications Desired for Flight Training as Naval Aviation Cadets

Begun 10 years ago, the Naval Aviation Cadet program continues to be a path for enlisted men leading to a commission and "Navy wings." This program provides flight training for qualified EMs of the Regular and Reserve components of the Navy and Marine Corps on active duty.

Reservists on inactive duty are also eligible, under regulations applicable to civilians. Information on this may be obtained at recruiting stations.

The latest qualification standards and procedures for active duty personnel are listed in BuPers-MarCorps Joint Ltr. 52-164 (NDB, 31 Mar 1952). To be considered under the present instructions an applicant on active duty in the Navy or Marine Corps must—

- Be a U.S. citizen over 18 but under 27 years of age on the date application is submitted.
- Agree to remain on active duty for four years from date of first reporting for active duty in the grade of Naval Aviation Cadet, unless sooner released by the Navy.
- Be unmarried and agree to remain unmarried until commissioned.

• Be physically qualified, aeronautically adapted, strongly motivated to fly, and possess officer-like qualities.

• Be selected and recommended by his CO (who utilizes the service of a locally convened selection board).

The educational requirements call for one of the following:

• Satisfactory completion of either the USAFI 2CX test or two full years (60 semester or 90 quarter hours) of passing work at an accredited college or university, or—

• Satisfactory completion of one full year (30 semester or 45 quarter hours) of passing work at an accredited college or university plus attainment of high standard classification test scores, or—

• Graduation from an accredited high school or secondary school plus satisfactory completion of the USAFI college level GED tests plus high classification test scores.

The following are the minimum test scores acceptable for those in the two latter categories: naval personnel, GCT plus ARI 120 and Mech 58; for MarCorps personnel, GCT 120 and Pa 116.

Men who have previously been

dropped from any military flight training program by reason of flight failure, or who have previously qualified as a naval or military aviator, are not eligible for this program. However, former NavCads and student naval aviation pilots who were separated from the program due to quota restrictions, or who were ordered to inactive duty at the end of World War II, are eligible to apply if they meet the requirements.

Applications will be submitted on form NavPers 953A, endorsed by the CO, accompanied by loyalty certificates, educational transcripts, USAFI test reports and NavCad contract and consent forms and classification test scores as applicable.

Upon final review of his application by BuPers, each applicant will be notified in writing, via his CO, of the action taken in his case. Eligible applicants will have their names placed on a priority list in accordance with their qualifications. Men will be selected from this list for assignment to NavCad training.

Quota allowances will govern selection of candidates from this list. No specific information can be given as to when a man will be ordered to flight training. Accepted applicants will be ordered to NAS Pensacola, Fla., for training in the grade of Naval Aviation Cadet, Class V-5, USNR.

NavCads who successfully complete the flight training course will be appointed as ensigns, 1325, USNR, or second lieutenants, USMCR.

Candidates selected under this directive will be released to inactive duty upon fulfillment of their contract. At that time, should vacancies in the service permit, a limited number may be permitted to continue on active duty—subject to their own request. After 18 months' commissioned service in the Naval or Marine Corps reserve, a limited number may be appointed to the U.S. Navy or U.S. Marine Corps—once again, subject to the needs of the service.

Men who previously applied for flight training in accordance with BuPers-MarCorps Joint Ltr. 51-265 (NDB, January-June 1951) are not required to resubmit applications.

Sightseeing U. S. Navymen Visit Switzerland

While many tourists and sightseers were content to bask in the warm winter sun on the French Riviera, a party of officers and enlisted men from USS *Roanoke* (CL 145) decided to take a trip to colder climes.

Leaving their ship in the harbor of Villefranche, France, and the near-by Riviera, they boarded a bus and set out for the Swiss Alps, traveling the Napoleon Road—so named because Napoleon made his triumphal march to Paris over this route after he escaped from the Isle of Elba in 1815.

Although handicapped by a blizzard, they negotiated the three passes on the way to Geneva and arrived at the center of French-speaking Switzerland by nightfall. They spent the next day sightseeing in Geneva.

On the third day, the Navymen

boarded another bus—this time en route to Montreux. They traveled along Lake Geneva, through Lausanne with its surrounding vineyards.

At Montreux, they took a funicular—a mountain railway supported by cables in which the weight of the ascending car is balanced by the weight of the descending car—through fog and snow to the top of Rochers De Naye, famous skiing resort. Several members of the tour group tried their skills at skis before making the trip back to Geneva.

The final day of their sojourn in Switzerland was spent exploring the remainder of Geneva and in a gala celebration.

Returning to Villefranche and *Roanoke*, the holiday-happy Navymen resumed their tour of duty in the Mediterranean.

Safekeeping Depository Available to Navymen For Storage of Bonds

Navymen who purchase U.S. Defense or Savings Bonds through payroll deductions may request the Navy to store their bonds for safekeeping at the Navy Safekeeping Depository, Cleveland, Ohio.

For Naval personnel who wish to have bonds placed in the Depository—as well as for personnel who have bonds on deposit—ALL HANDS offers information on how the Depository functions and what action is necessary to deposit bonds or release them from the Depository.

When a member of the Naval service registers a bond allotment, he may designate a person (the owner, co-owner, beneficiary, dependent or some other individual) to receive his bonds, or he may request that his bonds be placed in the Navy Safekeeping Depository until such time as he requests that they be released to him or to a person he designates.

Once bonds are sent to the Depository, only the serviceman himself can authorize their release. Requests from the owner, co-owner, beneficiary or designated recipient—if other than the Navyman himself—will not be honored.

Always be specific when requesting release of bonds. Vague requests only cause confusion and loss of time. For example, a sailor may write in saying, "Please send me my bonds." While this may seem simple and perfectly clear, a technicality arises: If the bond allotment is still in effect, does the request refer only to bonds now on deposit or is it meant to convey the idea that all future bonds be mailed to him (or another recipient) instead of to the Depository?

Occasionally a bluejacket will request, for example, "bonds in the amount of \$500." Does he mean \$500 "face value" (value on maturity) or does he mean purchase price? The Depository assumes the man means purchase price and sends on bonds with a "cash value" of \$500.

Only the Navyman himself—or the person he designates as recipient of his bonds—may request a change in the mailing address for bonds.

When a serviceman wishes to

WHAT'S IN A NAME

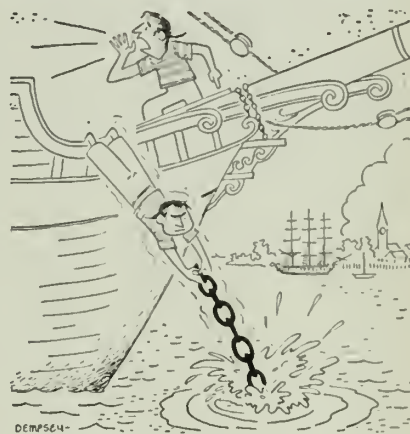
The Bitter End

Expressions such as "stick to the bitter end," "faithful to the bitter end," "hold out to the bitter end," etc., have become so commonplace ashore that the sea origin has been almost completely forgotten.

To trace the evolution of the phrase, it is best to refresh the memory.

First, "bitts" are vertical wooden or iron posts or heads projecting above a ship-board deck and used for securing or making fast mooring or towing lines. A turn of a cable around the bitts is called a bitter. Thus, the last end of a line or cable secured to the bitts (or doing important work) is known as the bitter end. For instance, the end of an anchor chain secured in the bottom or side of a chain locker is the bitter end. Consequently, when a line or chain is paid out to the bitter end, no more remains to be let go.

Gradually the inference fell into shore use and "the bitter end" became a phrase to signify, as Webster defines it, "the last extremity, however painful or calamitous." A person who persists in a course to the



last extremity, regardless of consequences, is said to stick to the bitter end. Similarly, we have "bitter-ender" as a term to describe a person who would hold out to the bitter end without yielding or compromising.

change his beneficiary or co-owner, he must use NavSanda Form 545. A letter from the serviceman or his disbursing officer is not enough. Similarly, if there is an error in the allotment—such as a misspelled name, wrong middle initial—a NavSanda Form 545 must be used to correct the error. Incorrectly issued bonds must be turned in to a Federal Reserve Bank for cancellation and be reissued in the correct form.

Bonds issued monthly are usually ready for mailing on the 18th of the month following the month of payroll deductions. In the case of quarterly bonds, the mailing date is the 25th of the month following the month of completion of payroll deductions for the quarter. It takes another 10 or 15 days for the bonds to be prepared and forwarded to the Depository. Therefore, if a sailor requests release of bonds from safekeeping between the 18th day of the month and about the third day of the following month, he will not receive the last bond issued because the Depository will not have the bond on deposit. If, however, the request indicates that the last bond is also to be released, it will be sent

out by the Depository immediately on receipt.

Another point to remember about bonds: bonds can't be "eashed in"—presented for payment—until 60 days after the first day of the month the bond is issued. Thus a bond bearing the issuance date of May 1952 will not be honored for payment prior to 1 July 1952.

Requests for information or for the release of bonds on deposit should be addressed to the Field Branch, Allotment Division, Bureau of Supplies and Accounts, Navy Department, Cleveland 14, Ohio.



"Just relax . . . this may be a little tricky."

Selection Board Picks Out Best Fitted for Promotion—Are You Best Fitted?

A seafaring man who would set out on a long voyage without determining his objective or studying the charts, weather and setting a course, would be considered a poor sailor. Yet many young officers today are embarked on a naval career not knowing what they may expect in the way of promotional progress nor what elements affect it.

In the days of World War II, the need for officers was so great that only the incompetent failed to continue up the ladder. Many officers, erroneously expecting that the wartime promotion policies would continue throughout their naval careers, are today learning the Navy's basic promotion philosophy and sys-

tem by the painful method of individual trial and error, promotion or non-promotion.

Our national safety demands the most efficient military and naval forces possible. This means we must have a strong officer corps, with high morale. It is important, therefore—not only for the officers themselves but the naval service as a whole—that officers know and understand the promotion system.

Let's take a look at the philosophy and mechanics of officer promotions. The basis for the Navy's program is a sound *competitive* system, resulting in equal and impartial consideration for all, with the *best-fitted* advancing to higher positions of responsibility.

In any walk of life, only a relatively small number of individuals are needed in higher posts and administrative billets. In the Navy this principle is best illustrated by the "rank pyramid," with its broad base of junior officers. As it rises up through the higher grades it gradually narrows until the apex is reached. There is only one Chief of Naval Operations.

The building-up of a strong officer corps calls for the advancement of officers as they are judged competitively on their records and in relation to each other according to seniority. That is, officers of similar seniority are considered for selection after adequate intervals in grade during which they are given comparable opportunities to build up their backgrounds and gain experience.

The normal periods of service in each grade are as follows: ensign, three years (reduced to two years during the current emergency); lieutenant (junior grade), three years; lieutenant, six years; lieutenant commander, six years; commander, seven years; and captain, five years.

Each year the numbers considered for advancement must be greater than the number to be selected. This prevents stagnation by slow advancement opportunity and stimulates competition.

The Navy uses selection boards to carry out the program of impartially considering officers for promotion.

These selection boards, which are convened in the Navy Department, are made up of mature, experienced senior officers who take an oath to consider all officers without partiality, and to recommend—from among those officers whose names are submitted to them—only the *best-fitted* for promotion, in numbers not to exceed those provided in the precept. Board members are also told in the precept that their proceedings shall be confidential and confined within the board room to prevent pressure of any sort from without. The selection boards are like a jury—being required only to publish their findings and not the reasons for such findings.

A good way to gain a clear insight into the responsibilities problems and functions of selection boards is to consider a typical board.

Let's suppose that the Navy's carefully - constructed promotion plan calls for considering the 100 most senior lieutenants for possible promotion to lieutenant commander. Only 80 are needed to fill vacancies in that next higher grade.

The names and records of the 100 lieutenants, listed in order of seniority, are submitted to the board. The board is then directed to consider the records of the 100 names submitted, recommending not more than the 80 best-fitted for promotion.

There is a big difference in the meaning of the term "best-fitted" as distinguished from "qualified." The Navy's standards for the original commissioning of officers are high. On the average, 95 out of the 100 candidates considered for this promotion would have good to outstanding records and would be "qualified" for promotion. It's up to the selection board to pick out the 80 officers who are best-fitted.

After establishing criteria, the board proceeds to evaluate each officer's record, *considering the breadth of his professional background, the responsibilities carried, and the fitness report markings received for his performance of varied duties.*

What do we mean by "breadth of professional background"? An unrestricted line officer who has served

SONGS OF THE SEA



A Long Time Ago

*A long, long time, and a long time ago,
To me way, hay, o-hio!
A long, long time, and a long time ago,
A long time ago!*

*A smart Yankee packet lay out in the bay,
Awaiting for a fair wind to get under way,
With all her poor sailors all sick and all sad,
For they'd drunk all their whiskey, no more
could be had.*

*She was waiting for a fair wind to get
under way,
To me way, hay, o-hio!
If she hasn't had a fair wind she's lying
there still.
A long time ago!*

—Old Sea Chantey.

successfully in either surface ship or aviation gunnery, engineering, operations, on a staff and in the Navy Department has a better preparatory background and understanding of the Navy for executive or command duties than does an officer who has served primarily in one type of duty.

The *principle of variety of duty* also applies to specialized line and to staff corps officers.

Since Reserve officers have not been continuously active in many instances and, therefore, could not obtain the same opportunity for professional rotation as the career officers, USNR officers are compared normally among themselves on a similar basis.

After considering the 100 records, the board votes on each candidate individually, comparing him relatively to the other 99. This relativity is a very important point. On the first balloting, it may be possible to distinguish the most outstanding 40. On the second ballot, 20 additional candidates may be selected as excellent to outstanding, and so on—until the 80 mark is reached. The last five of the 80 to be selected must be taken from among the remaining 25 officers — 20 of whom would normally have good to excellent records. Unfortunately, fifteen of these well-qualified officers could not be selected.

The Navy realizes that selection boards are not infallible, composed as they are of human beings. But they are formed carefully of the highest caliber officers, who have themselves been subjected to the selection system.

The records of the board's deliberations are not retained, for to do so would invite outside pressure and continuous appeals by officers not selected. This would require endless reviews by the board and would hold up promotions.

It is also in the interest of the officers not selected that the records of deliberation are not retained—for nothing enters their records to the effect that they were not recommended for promotion. They therefore get a "fresh start" when their name comes up before the next selection board.

To further this principle of a fresh start, no officer can be a member of a selection board for the

Additional Correspondence Courses Now Available

Thirty-three new Enlisted Correspondence courses are now available. All enlisted personnel, whether on active or inactive duty, may apply for these courses.

Applications should be sent to the U.S. Naval Correspondence Course Center, Building RF, U.S.

Naval Base, Brooklyn 1, N. Y., via the commanding officer. In most cases, applicants will be enrolled in only one course at a time.

Following is a list of the new courses. Additional courses are listed in ALL HANDS, November 1951, pp. 48-49 and March 1952, p. 52.

<i>Title</i>	<i>NavPers</i>	<i>Applicable to Following Ratings</i>
Aerology, Vol. 2	91645	QM, QMQ, AC, AG
Aviation Boatswain's Mate, Vol. 1	91654	AB, ABC, ABU
*Boatswain's Mate 1	91244-1	BM, BMG, BMB, BMS, BMK, BMR
*Chief Boatswain's Mate	91245-1	BM, BMG, BMB, BMS, BMK, BMR
Boilerman 2	91512	BT, BTG, BTR
Commissaryman 1	91442	CS, CSG, CSB, CSR
Construction Electrician's Mate 3	91568	CE, CEG, CEP, CEL
Construction Electrician's Mate 2	91569	CE, CEG, CEP, CEL
Chief Damage Controlman	91546	DC, DCG, DCW, DCP
Driver 3	91573	CD
Electronics Technician 2, Vol. 1	91374	ET, RM, RMN, CT, CTY, CTI, CTS, IC
Engineman 3, Vol. 2	91517	EN, END, ENG
Engineman 2, Vol. 2	91519	EN, END, ENG
Fire Controlman 2, Vol. 2	91319	FC, FCS, FCU, FT
Chief Gunner's Mate	91314	GM, GMM, GMT, GMA
Instrumentman 3	91382	IM, IMW, IMO, IMI
Instrumentman 2	91383	IM, IMW, IMO, IMI
Mineman	91334	MN
Parachute Rigger, Vol. 1	91640	PR
Photography, Vol. 2	91648	JO, LI, LIP, LIT, PH, PHG, PHR, PHL, PHM, AF
Pipe Fitter 3	91538	FP, FPG, FPP, FPB, FPS
Pipe Fitter 2	91539	FP, FPG, FPP, FPB, FPS
Printer 3	91477	PI
Printer 2	91478	PI
Chief Quartermaster	91252	QM, QMQ, QMS
Ship Activation Manual	91215	BT, BTG, BTR, EM, EMP, EMS, EN, END, ENG, FC, FCS, FCU, FN, FP, FPB, FPG, FPP, FPS, FT, GM, GMA, GMM, GMT, MM, MMG, MML, MMR, TM, TME, TMS, TMT
Sonarman 3	91259	SO, SOG, SOH
Sonarman 1, Vol. 2	91262	SO, SOG, SOH
Chief Sonarman, Vol. 2	91264	SO, SOG, SOH
Steelworker 1	91590	SW, SWS, SWR
Chief Steelworker	91591	SW, SWS, SWR
Steward 1	91694	SD, SDG, SDS
Storekeeper 1	91432	SK, SKG, SKT

*These courses are complete revisions of earlier courses (NavPers 91244, 91245, and 91245-A). Enlisted personnel who have completed one of the earlier courses are encouraged to enroll in the new courses.

HOW DID IT START

Little Bows in Hats

Similar to civilian headgear, Navy "flat hats" and CPO and officers' caps have a little bow where the sweatband joins in the back. Completely useless, the bow serves none but an ornamental purpose.

It is thought to be a holdover from the days when hats could be adjusted to head size. Originally hats were made in only a few sizes, but a snug fit could be obtained by tightening or loosening a piece of string threaded through the ends of the sweatband. (Some foreign-made hats of today retain this feature.) Thus the sweatband bow of today seems to be a relic of the old drawstring which, when tied, resembled a bow or shoestring knot.

The larger hat bow, on the decorative band around the outside of civilians and Navy enlisted men's dress blue hats might have a similar origin. Some hats of bygone days were fitted with an outside drawstring arrangement for the adjusting of head size.

One somewhat popular notion concerning



the derivation of the outside bow is that it has come down from the custom of a knight's wearing his favorite lady's scarf knotted around his helmet in tournaments or battles.

same grade two years in succession. The next selection board to convene for the same grade is, in part, an officers' review board and an officer not selected by the first board has a fresh start among the new group of officers with whom he is to be compared relatively on a best-fitted basis.

Officers who are considered but not selected for promotion are, quite naturally, disappointed. They should realize, however, that in most instances non-selection is not in any sense an indication of unsatisfactory performance of duty but rather a matter of relativity. Their next step should be a desire to obtain constructive advice as to what they can do to better their opportunities for selection in the future.

While no one can give specific reasons for their not having been selected in the past, consultation with experienced officers and a review of their individual records is encouraged and can lead to positive suggestions and action of a general nature, which would tend to accomplish a broadening of their professional background and an improvement in their personal characteristics.

The Navy promotion system is

highly competitive, making for a vigorous and effective corps. Each individual should strive continuously to broaden his professional background by obtaining a variety of operational and administrative duties, seeking and assuming responsibility, and performing duties assigned to the best of his ability.

Officers who are selected for promotion shouldn't "ease off" — on the theory that the next step is years away. Competition begins immediately for the next leg in the race.

Officers who are considered for promotion but not selected should not feel that they have been "disgraced." Remember, it is primarily a case of relativity of professional background and performance. Analyze your situation in light of the foregoing, seek out experienced advice and take positive action to improve yourself continuously in your profession for the next competitive "go-round" in the Navy's selection ring.

Note: A forthcoming article in this section will discuss the mechanics involved in effecting a promotion after an officer has once been selected by a board.

Latest Eligibility Rules for Limited Duty Officer Set Forth by BuPers

Qualified Regular Navy personnel have until 1 July to submit written requests to their commanding officers for consideration in next year's Limited-Duty Officer selection program, for appointment as ensign.

COs must forward a list of all applicants to the Chief of Naval Personnel (Attn: Pers-B6251), by 1 September, including the name, rate, service number and classification for which application is made.

Personnel whose Regular Navy permanent status is that of commissioned warrant officer, warrant officer, chief petty officer or petty officer first class are eligible to compete for LDO appointments if they meet the following requirements:

- Have completed 10 years' active naval service (including Marine Corps), exclusive of training duty in the Naval or Marine Corps Reserve, on or prior to 1 January of the year in which the appointment will first be effected.
- Are serving as petty officers first class, or higher, on 1 January of the year in which the appointment can first be made, and in addition they must have served in the grade of PO1 or higher for at least one year prior to the 1 January date.
- Have not reached their 35th birthday as of 1 January of the year in which the appointment can first be made. (Exception: when a person is serving in a temporary commissioned grade of ensign or above, or has previously served in a temporary commissioned grade of lieutenant (junior grade) or above, the maximum age limit is raised to 38 years.)
- Can complete 30 years' active naval service on or prior to reaching age 55.
- Have satisfactorily completed the G.E.D. Test (high school level) before the date of the LDO Selection Test. College level G.E.D. Tests are not acceptable in lieu of the high school level G.E.D.
- Must have no record during enlisted status of conviction by court-martial for the two-year period preceding the date of written examination.
- Are able to meet the physical

standards as for original appointment in the Navy for the corps to which appointed.

- Regardless of the age and service requirements, no person shall be eligible to submit application for consideration for LDO appointment more than twice. This proviso began with the 1950 program.

- No candidate shall make application in more than one LDO classification in a given year.

- No candidate will be eligible for appointment in LDO status if his conduct and associations are such that reasonable grounds for rejection on the basis of loyalty are established by BuPers.

Officers who have transferred to the Regular Navy as permanent USN officers above the rank of chief warrant officer, retired personnel and members of the Fleet Reserve are not eligible for LDO appointment.

Hospital Corps personnel are not eligible to apply for appointment as LDO inasmuch as they may be commissioned in the Medical Service Corps.

Musicians are not eligible to apply for LDO appointments inasmuch as a path of advancement to commissioned status for personnel with a background in music is now under consideration by Congress.

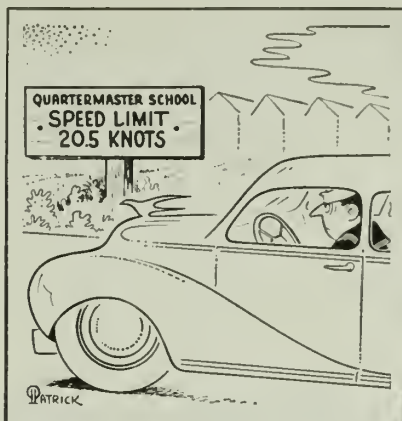
All future LDO selections will be made to the grade of ensign only.

Complete details on the continuing LDO program will be found in BuPers Circ. Ltr. 53-52 (NDB, 31 March 1952).

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 5

1. (c) Fid. Used especially in splicing Manila and hemp lines. A similar tool is the steel morlinespike used to open strands of wire rope in splicing.
2. (c) Hickory, because of its hardness and toughness. Also used is lignum vitae (wood of life), a hard, heavy, tropical American tree. Fids sometimes are made of iron.
3. (b) Postal cancellation mark. One of the duties of telemen is to operate Navy post offices.
4. (a) Two electrons revolving about a helium atom.
5. (b) AGC (C for communications).
6. (c) Amphibious force flogship.



Applications for Submarine Training Open to Officers

The six-month submarine training course beginning January 1953 at the Submarine School, New London, Conn., is now open to applications from qualified Regular and Reserve officers on active duty.

Lieutenants (jg) with date of rank 1 July 1950, or later, and ensigns with date of rank prior to 1 July 1951, are eligible. Applicants must have completed at least one year of commissioned active service as of 1 Jan 1953. All officer applicants should be qualified to stand OOD watches under way.

Applications, submitted via official channels, should reach the Chief of Naval Personnel (Attn: Pers-B1117) by 1 Sept 1952. A certificate of a medical officer stating the candidate's physical fitness for submarine duty as established by the *Manual of the Medical Department*, 1949, Art. 15-29, must accompany the application. Applications will not be considered unless submitted in accordance with BuPers Circ. Ltr. 55-52, (NDB, 31 Mar 1952) which announced the January 1953 course.

A signed agreement not to resign during the course and to serve one year on active duty with the Navy following the successful completion of the submarine training must be submitted with the candidate's application.

A list of the officers selected for the Submarine School class convening 7 July 1952 is contained in the above circular letter.

A limited number of quarters are available on the Base for married officer students.

HERE'S YOUR NAVY

The interior of a submarine with harsh, glaring lighting and painted in a one-tone color can be a pretty drab place. The Navy is experimenting with color schemes and lighting systems which will make the spaces more pleasant to look at. The new colors



will also give the impression of more room. That's what is being done to several submarines at the New London, Conn., Submarine Base.

* * *

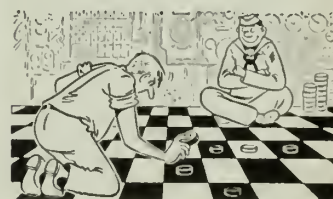
A recently developed paint, capable of covering any type of material from smooth metal to bumpy cork, is playing a big role in the color tests. This chlorinated rubber paint forms a one-coat, non-glare protective coating that



can be applied over old paint. Engine spaces are painted on equipment gray; living spaces, a yellow-gray; the messing compartment is a warm green-gray.

* * *

The under-test lighting system utilizes efficient (less power consumption, less heat—more light) fluorescent fixture throughout the sub. This system is designed for a low degree



of glare and a high degree of light—essential for clearly illuminating switchboards, dials, power panels, gauges. Even the decks get attention in this program. They are surfaced with linoleum squares of dark green, blue, and black and white swirls.

Action on Current Legislation of Special Interest to Naval Personnel

Here is a roundup of legislation of interest to naval personnel and veterans, including new bills introduced in Congress and changes in the status of bills previously reported.

The summary includes congressional action covering generally the four-week period immediately preceding the date this issue goes to press. For information on other legislation of interest, concerning which

no major changes in status occurred, see previous reports in *ALL HANDS*. The last legislative roundup appeared in the April 1952 issue, page 56.

Military Pay Increase — H.R. 5715: the House and Senate have passed two differing versions of a military pay increase bill, both having the same number H.R. 5715. A conference committee of the House and Senate is studying the different

versions to resolve the differences. The House version, as previously reported, would provide an increase of 10 per cent in pay and 10 per cent on quarters and rations allowances for members of the uniformed services (including retired personnel). The amended pay bill previously reported by the Senate Armed Services Committee was further amended when it passed the Senate. It now includes provisions for an increase of three per cent in basic pay and certain other increases and quarters and subsistence allowances, as well as provision for special Combat Pay. The increases in quarters allowances as provided in the Senate bill, would terminate on 30 Apr 1953, together with certain sections of the Dependents' Assistance Act.

Universal Military Training — H.R. 5904: the House voted to recommit the bill providing for a National Security Training Corps, pursuant to the UMTS Act passed last year, thus having the effect of postponing indefinitely universal military training.

Japanese Peace Treaty — Exec. A., 82nd Congress, 2d Session: ratified by the Senate after adopting certain reservations and motions.

Shipbuilding Program — H.R. 6140: reported as approved by House Armed Services Committee, with amendments; to authorize the construction of up to 237,500 tons of modern naval vessels and the conversion or modernization of 90,000 tons of existing vessels. The bill would include the construction of one aircraft carrier not to exceed 60,000 tons and another flattop of approximately 16,000 tons, plus the Navy's second nuclear powered submarine, destroyers, submarines, minesweepers, DEs, tankers, landing ships and other vessels.

Inventions Awards — S. 2840: introduced; to establish an Inventions Awards Board within the Department of Defense for the purpose of making monetary awards for meritorious inventions by any person contributing to national defense.

Equalization of Benefits — H.R. 7002, S. 2876: introduced; to equalize certain benefits between and among members of the different armed forces, including both Reg-

WHAT'S IN A NAME

Ship's Company Divisions

Ship's company divisions in the U. S. Navy, like the majority of American naval customs and practices, are an adaptation from the British.

Early English ships were crew-manned for the most part by "sottish, slovenly and lazy" seamen, to quote a top-ranking British officer of those times. Crewmen were subject to little or no standard discipline. By the middle of the 18th century, a growing spirit of insolence and licentiousness on many vessels so alarmed Royal Navy authorities that they began to concentrate on ways and means whereby definite steps could be taken to remedy the "disorderly and audacious" situation.

Naval officials were aware that well-planned and strictly supported discipline among military units ashore "gave force, preserved order, obedience, cleanliness, and caused alertness and despatch in the execution of business." One of the earliest sincere attempts to incorporate a similar code of discipline in English shipboard routine, is credited to Sir Charles Middleton while commanding HMS *Ardent*. (Middleton later became Comptroller of the Navy, 1778-1790, and First Lord, April 1805-January 1806.)

In his "Captain's Order Book" (1 Aug 1775), Middleton wrote: "The first lieutenant to make out a watch, quarter and chasing [station] bill. Mates and midshipmen, petty officers and men, to be classed in four divisions; each division to be under the direction of a lieutenant. The lieutenants commanding the respective divisions to see that the clothes and beds of the men under them are made up to the quantity specified in the following report. . . . jackets 3, waistcoats 2, breeches 2, shirts 4, frocks 2, trowsers 2, shoes 2, stockings 4, beds 1, caps or hats 2. Provide for the inspection of clothing, punishment for those who are careless or dirty in their clothes or persons, as far as a few strokes [of the



DEMPSEY — cat] by the midshipman commanding, through the boatswain's mate. If habitual to be scrubbed in a tub by order of the division lieutenant. The Articles of War and rules of discipline to be read publicly once in every month."

The captain's book contained, in all, 40 orders. They provided a cleaning bill, set punishments for swearing, drunkenness, and over-staying leave, gave regulations for the use of ship's boats, and outlined ship and gun drills.

Middleton's belief in the division system of discipline as the best way to keep large bodies of men in order was quickly shared and furthered by Admirals Richard Howe and Richard Kempenfelt, ardent workers for improvement of signal and battle tactics. Their orders enlarged upon the basic principles of Middleton's disciplinary code by providing for routines such as morning and evening musters and daily reviews of their men by division lieutenants, as well as a weekly inspection of all hands by the captain. They argued, and rightly so, that individual divisions would soon be caught up with the spirit of competition and rivalry for appearance and performance honors.

ulars and Reserve under qualifying conditions, covering such matters as hospitalization, medical care, disability rights, pensions, compensation, indemnities, death gratuities, etc.

Obligated Service — H.R. 7206: introduced; to provide that certain combat veterans of World War II may receive constructive credit in the ratio of two months' credit for each month served on active duty in the Korean hostilities, for the purpose of computing the duration of their required service.

Free Postage — S. 2728: passed Senate and referred to House committee; to authorize reciprocal franking privileges to U.N. troops in Korea, that is, to extend free mailing privileges to members of the armed forces of U.N. countries on a reciprocal basis.

Korean Lapel Button — H.R. 7004: introduced; to provide for a lapel button which may be worn by persons who served in the armed forces during the national emergency which began 27 June 1950.

Maternity and Infant Care — H.R. 5871, S. 1245 and S. 2337: introduced; to enable the states to make provision for maternity and infant care for wives and infants, and hospital care for dependents of enlisted members of the armed forces during the present emergency.

Veterans' Children — H.R. 7320: introduced; to grant free out-patient medical and dental treatment to certain children of deceased veterans.

Veteran Trainees and Students — H.R. 6576: introduced; to raise the subsistence allowance and compensation received by veterans pursuing education or training under the G.I. Bill.

Women Medical Officers — S. 2552 and H.R. 6288: S. 2552 passed by Senate without amendments; re-

ported by House Armed Services Committee 1 April 1952; to authorize the appointment of qualified women as physicians and specialists in each of the medical services, under laws applicable to males, with certain exceptions.

Training Nurses — H.R. 7160: introduced; to provide an officer candidate training program for the training of candidates for appointment as nurses in the military services and their Reserve components, with trainees receiving tuition and other expenses and a monthly retainer pay.

Attaches' Reimbursement — H.R. 2737, S. 935: previously passed by House and now passed by Senate with amendments, which were approved by the House Armed Services Committee; to authorize the reimbursement of certain naval attaches, observers and other officers for certain expenses incurred while on authorized missions abroad.

Unemployment Compensation — H.R. 7277: introduced; to amend the Social Security Act by providing unemployment compensation for former members of the armed forces.

Service-Connected Psychosis — H.R. 5891: passed by House; to amend the veterans regulations to establish a two-year presumption of service connection in the case of veterans of World War II and of service since 27 June 1950, in cases where persons develop psychosis to a compensable degree.

Merchant Marine Ribbons — S. 2485 and S. 2530: both previously introduced and now passed by the Senate. The former bill would provide for the issuance of a distinctive service ribbon bar in recognition of the service of merchant seamen or officers sailing in a combat zone during the Korean hostilities.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands. NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 5—Modifies shore patrol orders and expenses of officers, midshipmen and enlisted personnel on shore patrol duty outside U.S.

No. 6—Authorized leave, when practicable, for personnel wishing to observe religious festival of Passover.

BuPers Circular Letters

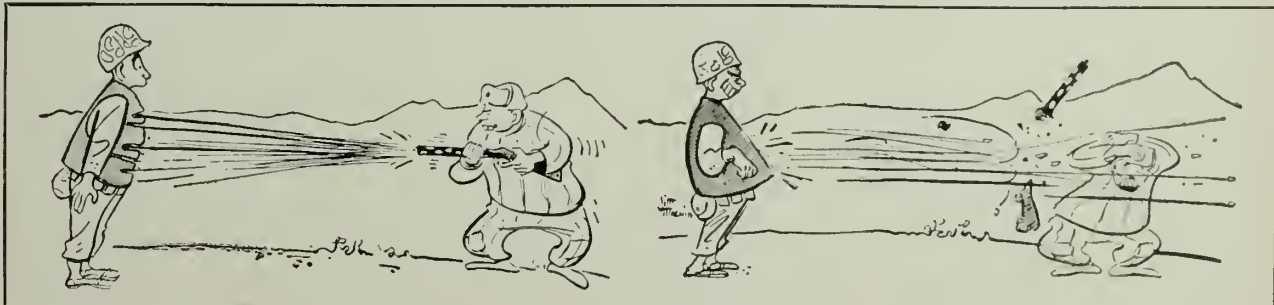
No. 34—Revises BuPers Circ. Ltr. 74-50 (NDB, Jan-June 1950), changing length of tour at Okinawa from 18 to 12 months.

No. 35—Provides information regarding the procurement of personnel for appointment as ensigns, Medical Service Corps, in administrative and supply section.

No. 36—Lists the names of Regular and Reserve officers on active duty in the Medical Corps, Medical Service Corps and Nurse Corps who have been promoted to temporary grade of lieutenant.

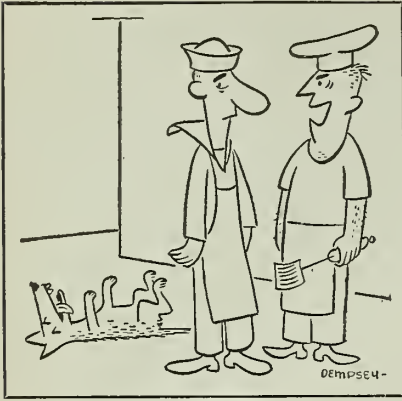
No. 37—Establishes the arrangements whereby a limited number of engineering duty officers specializing in design, who are graduates of the postgraduate course in naval construction and engineering, will be assigned voluntarily to submarine training, in view of the increasing complexity of submarine construction.

No. 38—Contains new instructions concerning the submission of Roster of Officers (NavPers 353—



News item: Morines develop new bullet-proof vest.

Jim Machin, TSgt, USMC



"It's all right to teach your dog to play dead but, please, not here in the mess hall."

Rev. 10-48), cancelling BuPers Circ. Ltr. 27-50 (NDB, Jan-June 1950).

No. 39—Announces modification of Art. C-9811, *BuPers Manual*, authorizing firing squads and buglers for funerals of deceased naval personnel at request of next of kin or veterans' organizations.

No. 40—Provides that Naval Reserve officers on active naval service will be given promotion credits based on their active service to insure that these officers, upon returning to inactive duty, receive equitable promotion credit for time on active duty since 1 July 1950.

No. 41—Announces the declassification of certain restricted publications of the Training Division, Bureau of Naval Personnel.

No. 42—Calls for the submission of requests for recruiting duty from qualified enlisted men and women, specifying eligibility requirements.

No. 43—Announces flight training leading to the designation of naval aviator (HTA) open to eligible officers of the rank of ensign or above in the line of the Regular Navy and Naval Reserve.

No. 44—Authorizes the discharge of enlisted women of the Regular Navy or Naval Reserve on active duty on the grounds of marriage for the convenience of the government, upon written request, provided the woman has served one year in her current enlistment, such year to be considered as commencing upon completion of recruit and/or other service school attended (see story in this issue).

No. 45—Lists changes to be made in the manual *1952 Voting Information* (NavPers 15850) and the

poster *1952 Voting Information for the Armed Forces* (NavPers 15849).

No. 46—Announces convening of a board on 15 April 1952 to consider warrant officers, USN and USNR on active duty, for promotion to grade W-2, and to consider commissioned warrant officers, USN and USNR, for assignment to pay grades W-3 and W-4.

No. 47—Contains instructions concerning *Record of Emergency Data* (DD form 93).

No. 48—Requests applications from permanent and temporary line officers of the Regular Navy and Reserve on active duty volunteering for duty in underwater demolition teams, Atlantic and Pacific.

No. 49—Modifies the procedure regarding transfers of hospitalized enlisted personnel.

No. 50—Contains information on National Service Life Insurance dividends and calls attention to the fact that NSLI dividends becoming payable for 1952 and thereafter must be automatically applied to pay premiums which fall due and are not otherwise paid, unless the insured requests the Veterans Administration to pay such dividends to the insured person in cash.

No. 51—Contains a list of available postgraduate courses and eligi-

Aviation, Sub and Diving Training Open to Medics

Medical officers—both USN and USNR—may request training in aviation medicine or submarine and diving medicine provided they agree to remain on active duty for specific periods as follows:

- Aviation Medicine: six months following period of service for which currently obligated or for one year after completion of the course, whichever is longer.

- Submarine and Diving Medicine: 12 months following period of service for which currently obligated or for 18 months after completion of course, whichever is longer.

Additional information will be found in BuMed-BuPers Joint Letter, dated 31 Mar 1952 (NDB, 31 Mar 1952).



bility requirements, and urges eligible officers to apply for such training, as there have been insufficient applications for the past several years to fill the requirements for postgraduate-trained officers.

No. 52—Announces the opportunity for a four-year tuition scholarship at Rensselaer Polytechnic Institute for a son of an enlisted petty officer, noncommissioned officer or commissioned officer of the Regular or Reserve components of the Navy and Marine Corps.

No. 53—Covers the eligibility requirements and procedures for applying for appointment as officers in the continuing limited duty officer (LDO) program.

No. 54—Supersedes BuPers Circ. Ltr. 187-49 (NDB, Jul-Dec 1949) and promulgates *Training Courses and Publications for General Service Ratings* (NavPers 10052) which specifies the training publications which shall be used as bases for the professional and military advancement in all enlisted rating examinations.

No. 55—Calls for applications from eligible USN and USNR officers for training at the Submarine School, New London, Conn., in January 1953, with a deadline of 1 Sept 1952 set for receipt of applications in BuPers. Also lists officers selected for the class convening 7 July 1952.

No. 56—Lists the names of officers of the Navy and Naval Reserve on active duty promoted to the temporary grade of lieutenant.

No. 57—Covers the provisions of the warrant officer advancement program, including promotion to W-1 status and assignment to CWO grades of W-2, W-3 and W-4.

DECORATIONS & CITATIONS



NAVY CROSS

First award:

★CLARK, Eugene F., LT, USN: As a member of a special operations group, attached to G-2, General Headquarters, Far East Command, LT Clark was assigned to carry out preparatory measures, on the nights of 13, 14 Mar 1951, to determine the presence of pestilential disease among hostile troops in enemy-held North Korea. He proceeded by boat from a rendezvous, approximately 20 miles offshore, through rough seas to a point some 200 yards from an enemy-occupied beach which was being mined by hostile forces in anticipation of an invasion. After transferring to a smaller rubber boat, he landed and contacted friendly personnel who had been operating in the area. Undeterred by the danger of being captured and possibly suffering the same fate as preceding groups which had been lost, he reconnoitered the immediate vicinity of an enemy-occupied village and posted guards to intercept hostile patrols. Although warned that the enemy was aware of the planned operation, he continued to carry out his assignment. When hostile guards of the village military patrol sought to impede him, he destroyed one and assisted in disposing of two others in hand-to-hand combat. LT Clark contributed much toward the successful completion of a highly important and confidential mission.



SILVER STAR MEDAL

First award:

★ARCHER, Stephen M., CAPT, USN: Commander Underwater Reconnaissance Element in action against enemy forces in Korea from 10 to 22 Oct 1950.
★DEFORREST, Don C., LCDR, USN: While serving with Task Group 95.6 in action against enemy forces in Korea from 10 to 31 Oct 1950.
★DOUCETTE, Lawrence J., HN, USN (posthumously): Corpsman with a Navy Medical Company in action against enemy forces in Korea on 21 Sept 1950.
★FLYNN, Edward P., Jr., LT, USN: CO

of *uss Incredible* (AM 249) in action against enemy forces in Korea from 10 to 31 Oct 1950.

★FULLER, Robert C., LT, USN: CO of *uss Partridge* (AMS 31) in action against enemy forces in Korea from 10 to 31 Oct 1950.

★GARY, Stanley P., LTJG, USN: CO of *uss Mocking Bird* (AMS 27) in action against enemy forces in Korea from 10 to 31 Oct 1950.

★HEFLEY, Ernest B., HM2, USN: Corpsman serving with a rifle platoon in the First Marine Division in action against enemy forces in Korea on 30 Nov 1950.

★HYATT, Bruce M., LCDR, USN: Commander Mine Division 32 in action against enemy forces off Wonsan, Korea, from 10 to 12 Oct 1950.

★LAMONICA, Anthony D., HN, USN (posthumously): Corpsman of a Marine Rifle Platoon, attached to a Marine Infantry Company, in action against enemy forces in Korea on the night of 15, 16 Sept 1951.



LEGION OF MERIT

Gold star in lieu of second award:

★CAPPS, Arlie George, CDR, USN: Gunnery and training officer on the Staff, Commander Amphibious Group One, during the planning and execution of amphibious operations against enemy forces at Pohang, Inchon and Wonsan, and during the redeployment of our forces at Hungnam, Korea, from 1 July to 26 Dec 1950.

Gold star in lieu of second award:

★DAY, Barton E., CDR, USN: Operations officer on board *uss Leyte* (CV 32) during operations against enemy forces in the Korean theater from 8 Oct 1950 to 19 Jan 1951.

★MCCLAUGHRIN, John G., CAPT, USN: Commander, Mobile Logistic Service Group, serving in the Seventh Fleet in connection with operations against enemy forces in Korea from 8 Sept 1950 to 25 Feb 1951.

First award:

★COFFMAN, Emory R., LCDR, USN (posthumously): CO of Fighter Squadron 24 in action against enemy forces in Korea from 15 Sept 1950 to 18 Apr 1951.

★GOODNEY, Willard K., CAPT, USN: CO of *uss Philippine Sea* (CV 47) dur-

ing operations against enemy forces in Korea from 5 Aug 1950 to 26 Feb 1951.

★GUEHRY, John B., Jr., CDR, USN: Engineering officer on board *uss Leyte* (CV 32) during operations against enemy forces in the Korean theater from 8 Oct 1950 to 19 Jan 1951.

★HOBBS, Ira E., CAPT, USN: Chief of Staff to Commander Task Force 77 during operations against enemy forces in the Korean theater from 25 Aug 1950 to 26 Feb 1951.

★JOHNSON, Howard A., CDR, MC, USN: CO, First Medical Battalion, First Marine Division, during operations against enemy forces in Korea from 15 September to 2 Nov 1950.

★KAYE, John B., CDR, USN: Gunnery officer and navigator on the staff of Commander Carrier Division Three, embarked in *uss Valley Forge* (CV 45) during operations against enemy forces in the Korean area from 29 June to 19 Nov 1950.

★KELLY, Monroe, Jr., CDR, USN: Communications officer on the Staff, Commander Amphibious Group One, during operations against enemy forces in Korea, and during the redeployment of our forces at Hungnam, from 1 July to 26 Dec 1950.

★LAMBERT, Valdemar G., CDR, USN: Air coordinator on the staff of Commander Carrier Division Three, embarked in *uss Valley Forge* (CV 45) during operations against enemy forces in the Korean area from 29 June to 19 Nov 1950.

★LAWRENCE, William H., CDR, USN: Logistics officer on the Staff, Commander Amphibious Group One, during operations against enemy forces in Korea from 1 July to 20 Nov 1950.

★MARSHALL, Edmund S. L., CAPT, USN: Operations officer and Assistant Chief of Staff, Commander Amphibious Group One, during operations against enemy forces in Korea, and during the redeployment of our forces at Hungnam, from 1 July to 26 Dec 1950.

★SEARS, Norman W., CAPT, USN: For serving on the Staff, Commander Amphibious Group One, from 4 July to 26 Dec 1950; as Commander Tractor Group from 4 to 27 July 1950, during the planning and execution of the amphibious operations at Pohang, Korea; and as Chief of Staff from 17 Aug to 26 Dec 1950, during the planning and execution of the amphibious operations against enemy forces at Inchon and Wonsan, and during the redeployment of our forces at Hungnam, Korea.

BOOKS:

SOME FINE FICTION HEADING YOUR WAY

SUBMARINES, oceans, newspapermen, prisoners of war and murderers are among the many "characters" you'll read about in the new books on their way to Navy libraries ashore and afloat.

• *Submarines!*, by Commander Edward L. Beach, usn; Henry Holt and company.

Here's a cracker-jack account of submarine warfare in the Pacific during World War II. The author is now CO of *uss Trigger II*—first of the Navy's post-World War II snorkel-equipped attack subs. An Academy man, he graduated second in his class in 1939 and entered submarine service in 1941.

Most of the book deals with the adventures of *uss Trigger I*, CDR Beach's first underwater "home." Interspersed with accounts of *Trigger's* derring-do are chapters concerning *Seawolf*, *Wahoo*, *Harder*, *Archerfish*, *Tang*, *Albacore*, *Cavalia*, *Batfish*, *Tirante* and *Piper*, the first sub CDR Beach commanded.

There is humor in the tale of *Trigger's* ice-cream and in the yarn of the toilet tissue. There is excitement stemming from the attacks and counterattacks. There is tragedy in the loss of submarines and men.

For a moving account of life on-board the steel fish in wartime, read *Submarines!*

★ ★ ★

• *Monsoon Seas: The Story of the Indian Ocean*, by Alan J. Villiers; McGraw Hill Book Company.

The flying-fish ocean of the old sea chanteys is the subject for Villiers' latest collection of sea stories. *Monsoon Seas* does not belong in the natural history section of your bookshelf, however, for the author develops his topic through historical narrative.

You'll enjoy tales like that of King Ramada. This ruler encountered strenuous objections to some of his

reforms. He stopped the complaining of certain noisy women by ordering that their hair be removed "in such a fashion that it would never grow again." (Beheading was the solution.)

Marco Polo, Vasco da Gama, and enterprising seamen from France, England, Holland and the U. S. are shown in the parts they played in making the Indian Ocean an important factor in world commerce.

Some of the yarns are almost unbelievable. For instance, if you think skippers of today get all the "cream" think of the merchant skippers in the "good old days" who charged passengers \$500 for the privilege of eating at the captain's table. With various (and nefarious) sidelines, a captain might make \$50,000 on one voyage and even \$150,000 was possible. In contrast, a lowly deckhand would draw 32 shillings a month (about \$5).

In *Monsoon Seas*, you'll read all about these things and pirates, slavers, pearl-fishers and—yes—whalers, too. Pleasant reading for a warm May evening.

★ ★ ★

• *The Tunnel*, by Eric Williams; Coward-McCann Company.

This is the tense story of Flight Lieutenant Peter Howard, RAF who is shot down over Germany during World War II.

After a couple of near-escapes, Howard winds up in a prison camp with some of his crew members. The main topic of conversation is escape. There are but three ways to escape from a prison camp—over the wire, through the wire or under the wire.

Woven into the ever-present theme of "escape" are the characters of the individual men. Some try to be content, scrounging food, little scraps of anything reminding them of home. Others go "round the bend" and

lose their sanity. Most merely concentrate on getting out.

Williams' book is suspenseful, highly entertaining. Just the thing if you have a hankering for another flash-back peek at World War II.

★ ★ ★

• *Trial by Terror*, by Paul Gallico; Alfred A. Knopf, Inc.

A novel about the imprisonment of Americans by the communists and their Iron Curtain satellites was bound to come sooner or later. The case of newspaperman Bill Oatis—still pending—is fresh in our minds. And businessman Robert Vogeler has not been back in the States for long.

Now, to dramatize these unsavory incidents, we have Gallico's *Trial by Terror*. The story concerns primarily the staff of the European edition of an American newspaper. One of its reporters—a young, somewhat bull-headed man named Jimmy Race—is sent to Vienna to pinch-hit for an ailing writer. Once in Vienna, Race contrives to slip into Hungary to find out the truth about another American reporter recently jailed for "spying." The attempt to play cops and robbers fails and Race finds himself behind bars.

The Reds ignore the diplomatic protests, determined to make an example of Race by hanging him. They use their finer techniques to wring a "confession" from Jimmy. Meanwhile the newspaper staff in Paris—sparked by editor Nick Strang and his wife Suzy—try a different tack. If they locate a certain Red fugitive they may be able to blackmail the Hungarians into releasing Race.

Before you reach the end of the novel, Race "confesses"—with the help of the "pail," a psychiatrist and some scopolamine—is convicted and sentenced to be hanged. But you'll have to read the book to learn if the cloak and dagger work pays off.

This is a fine piece of fiction, with a good feeling of authenticity. Gallico's competence as a reporter and writer shines through in every page. It's another book you won't want to miss.



SUPERSTITIONS of the SEA



An account of the many interesting customs, beliefs and superstitions which are part of maritime folklore, taken from the book published in 1885 by Lieutenant Fletcher S. Bassett, USN, entitled "Legends and Superstitions of the Sea and of Sailors."

The folklore of the sea is as old as history itself. The traditions, legends and superstitions the world over have a great deal in common. There is often a rational basis underlying some of the more common beliefs, and in other cases they are erroneous interpretations of natural phenomena. Still others are the manifestations of what appear to be instincts found in nearly all persons to a greater or lesser degree.

The sailor, like the landsman, has his share of superstitions, built out of the mysterious sea, the waters beneath it, the air above, and the many creatures, real or mythical, which inhabit these areas.

The following supplement is made up of extracts, abridged and freely arranged, taken from the book by Lieutenant Fletcher S. Bassett, USN, entitled "Legends and Superstitions of the Sea and of Sailors," published in 1885. Written during the beginning of the new era of the steam-ship, the book covers the interesting beliefs of sailors of all nations, from the earliest time through the days of the sailing frigates. In these legends, the

Navyman will recognize the origins of many modern customs and traditions still in effect today.

THE SEA, no less than the land or the air, has been peopled with many imaginary beings, some inhabitants simply, others ruling or controlling spirits for good or evil. Traces still linger in maritime language and tradition, of these widespread ideas of good and evil spirits.

The Devil, who is in fact a degraded god (the Indian Deva) has his representative in the ocean depths, under the name of Davy Jones. The name Devil suffered some strange transformation in the seaman's mouth. Deva, a Satan, and afterward Devil, the Satan, finally became, in sailor phrase, Davy. So "Davy Jones' Locker" became the ocean, the deep, the sea-bottom, the place to which the body was committed.

Smollett says in his day Davy Jones was "the fiend who presides over all the evil spirits of the deep, and is seen in various shapes. He sometimes appeared, a giant

SUPERSTITIONS of the SEA

breathing flames from his wide nostrils, and having big eyes and three rows of teeth."

Malignant demons were not deemed the only inhabitants of the deep. In the traditions of many peoples, there existed below the waves races of mortals, some resembling the human dwellers on earth, others possessing varied forms and attributes. In the sea also abode huge giants, diminutive dwarfs, cunning fairies.

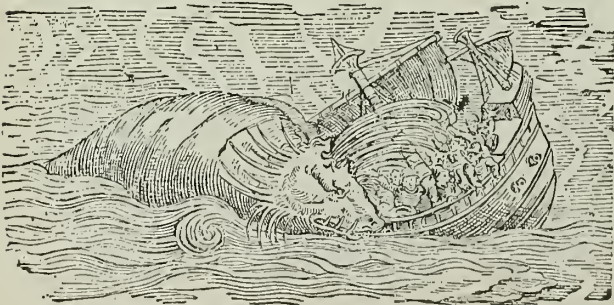
Early navigators chronicle the appearance [of mermaids]. Columbus, in his "Journal," relates the appearance of three, raising themselves above the waves. He says he had previously seen them on the coast of Africa. He does not represent them as beautiful maidens, and they were probably manatee or dugongs. Henry Hudson tells us: "This morning, one of our company looking overboard saw a mermaid, and calling up some of the company to see her, one more came up, and by that time she was come closely to the ship's side, looking earnestly at the men. As they say that saw her, her body as big as one of us, her skin very white, and long hair hanging down behind, of color black. Seeing her go down, they saw her tail, which was like that of a porpoise, speckled like a mackerel."

The mermaid of the Royal Museum at The Hague was seen by Alexandre Dumas, during a visit there. He describes it as quite dried and withered, and in color very like the head of a Caribbee. Her eyes were shut, her nose flattened, her lips sticking to the teeth, of which only a few remained; a few short hairs stood out upon the head; finally, the lower part of the body terminated in a fish's tail. "If, after all this, there shall be found those who disbelieve the existence of such creatures as mermaids, let them please themselves."

It was believed that many human agents possessed the power of controlling winds and waves, generally through an invocation or conjuration of superior spirits. This belief in the storm-raising power of certain persons existed early in the history of man.

Pirates and smugglers were generally accredited with storm-raising powers. There was a tradition among French sailors that certain shipmates had the power to control the winds through the possession of a ring, worn on the little finger of the right hand.

A lawyer was also viewed askant when embarking on shipboard; "kittle cargo," they were called. [Lawyers] were unlucky, probably because of a general antipathy of sailors to that craft — "sea-lawyer" being a term of reproach to an argumentative or wordy sailor, and "land-shark" a synonymical appellation.



Women were thought unlucky at sea. Children, on the contrary, were usually lucky. But none of these wind-raisers were so universally known as the witches, once thought supreme over the winds.

Certain animals were once thought to provoke storms at sea, and were thus regarded as unlucky by seamen. A dead hare on board ship has long been thought a storm-bringer. The cat was still more widely feared, and is always unlucky on board ship. She "carries a gale in her tail," and is thought particularly to provoke a storm by playing with a gown or apron, rubbing her face, licking her fur the wrong way.

Cats were used by witches in raising a gale, and are said to smell a wind, while pigs see it.

The cat's sensitiveness to meteorological changes may have helped the formation of these ideas in regard to her connection with the weather. This is doubtless true, but the chief cause of the superstition was perhaps, her connection with the moon, and her supposed diabolical character; especially true, it was believed of the black cat, the representative of the cloudy, moonless night.

Flaws on the surface of the water are in sailor-lore "cat's paws." A larger flurry on the water is a "cat-skin." It rains "cats and dogs."

The dog when he howls foretells the tempest, in common belief. "The wind will come from the direction in which a dog points his nose when he howls." On board ship, however, he is not usually disliked, probably by reason of his usefulness on watch, in port.

Sea-fowl are regarded as furnishing indications of coming storm or sunshine in various localities. "When sea-birds fly to land, a storm is at hand," is the general expression of this belief. The chattering and chuckling of sea-gulls, and fluttering of all sea fowl in calms, cleaning their feathers, is a sign of bad weather, says Pliny, and later traditions report the same. An old work says that when fowls fly low over the sea, or high over the land, bad weather will follow. It is thought by sailors a bad thing to kill a gull, and especially an albatross, and the "Ancient Mariner's" ill luck thus arose.

Birds, as inhabitants of the air, and long supposed to commune with angels, were chosen as oracles, and as augurs of future events. The extreme sensitiveness to atmospheric changes shown by many birds aided these ideas, and the real indications sometimes furnished by land and sea-birds of the coming storm or calm, were doubtless magnified by the anxious sailor. These indications, however, are not trustworthy, and seldom precede the changes more than a few hours or sometimes even minutes.

The Dolphin and the Porpoise have long been associated with many curious legends. The dolphin was fabled to be fond of men, of music and of company, and had prescience of coming storms. Melville says, "Their appearance is generally hailed with delight by the mariner. Full of fine spirits, they invariably come from the breezy billows to windward. They are the lads that always live before the wind. They are always accounted a lucky omen."

Sailors yet say, when a shoal of porpoises or dolphins come along, diving and sporting in the waves, that a storm is impending, and that it will come from the direction taken by the fishes. Many tales of dolphins carrying men ashore from wrecks were told. Esquimaux say dolphins were once men.

A host of legends have been current concerning fish,

and so remarkable have been many of these, that it has grown into a saying to characterize an unusually improbable tale as a *fish story*. These legends are of various kinds, some mythical, others fanciful notions of fishermen and sailors, and others embracing false ideas of the shape, habits and characteristics of these animals.

Sea-serpents have always been a treasured fancy of American sailors, many of whom, like Whittier's skipper "had seen the sea-snake's awful form!" He appeared as early as 1639. The New England coast became a famous habitat of the strange monster. In 1781, a Captain Little encountered one in Broad Bay, 145 to 150 feet in length, and 15 inches in diameter. One was seen in 1810 in Penobscot Bay. This one was some 15 rods off, and was 60 feet long. Six years previously, three officers carried out into Halifax Bay in a boat, saw one from 80 to 100 feet long, with a black body, streaked with white.

In 1817, it again appeared in Massachusetts Bay. A Mr. Nash testifies that it was some 70 to 100 feet long, in eight portions or bunches, each the size of a barrel, and rough and dark in appearance, with its tongue, that protruded some two feet, shaped like a harpoon. It was swimming some 12 to 14 miles per hour, playing around in circles.

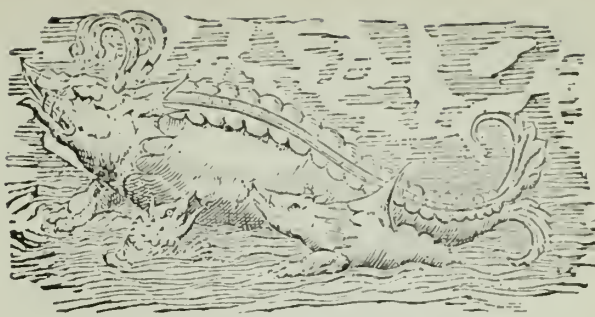
A recent account of the appearance of a serpent is given in this newspaper extract,—“While the boats of the bark *Hope On*, were on the water for whales off Panama, the water broke, a short distance away, and Captain Seymour made ready for a whale. But a head like that of a horse rose from the water, and then dived. The creature was seen by all the boat's crew. Captain Seymour described the animal as about 20 feet long, with a handsome, horse-like head, with two unicorn-shaped horns protruding from it. The creature had four legs, or double-jointed fins, a bronzed hide, profusely speckled with large black spots, and a tail which appeared to be divided into two parts. It was seen on two different days.”

Mythologists generally agree that the many maiden-devouring monsters, man-swallowing fish, and rain-causing dragons, are but the vaporous clouds arising from the sea, and that the hero is the sun himself who vanquishes the cloud-monster.

Notwithstanding the mythical element evidently present in the formation of legends of sea-monsters and serpents, in spite of the exaggerations of seamen and landmen, there is apparently some foundation for the belief in the existence of such beings.

There is an obvious tendency in the human mind to exaggerate wonders. This has been especially true with regard to those wonders found in the great ocean, where a limitless horizon sets no bounds to thought, and where the smallest object, often by atmospheric causes, will easily be magnified.

But we have the recent testimony of geology and paleontology, to the existence of monstrous and enormous marine animals in former ages. The elacomosaurus had a body 30 feet in length tapering to a long tail, propelled by paddles or flippers, and a neck 20 feet in length, surmounted by a large, flat head, with terrible teeth and fierce eyes. The ichthyosaurus, or fish-lizard; the Plesiosaurus, and the teleosaurus, similar monsters, even surpassed this in size; and the mosasaurus was at least 60 feet in length, with a narrow, serpent-like body, and a long and lance-shaped head. Who shall say that these monsters may not have existed in antiquity, or at least traditions of them, and may not their degenerate



descendents even now exist at the bottom of the great depths of the ocean?

Naturalists are now disposed to think that a foundation in truth exists, accordingly, for these tales. Remains of serpentine monsters have been found in the rock. The titanophis was at least 30 feet in length, and another, the clidastes, was even 80 feet long, serpentine in body, and carnivorous in habits. Tape fishes from 30 to 60 feet long, have been found, resembling a serpent. The basking shark attains a length of from 30 to 50 feet, and this must have been thought a serpent.

Finally, many accounts of the sea-serpent have perhaps been due to the presence of enormous sea-plants. Such a one was seen by the ship *Peking*, near Moulmain, in 1848. This had been previously seen by another vessel, and reported as being an enormous sea-serpent. The *Peking* sent her boats, and found it to be a sea-plant some 100 feet long. These enormous plants, as thick as a man's body, floating on the waves, undulating, serpent-like, with their motion, may easily have been taken for serpents.

The ceremony best known of those practiced among sailors, is that "on crossing the line."

This custom is another of those remarkable survivals of ancient practices begun as actual worship of some deity, and finally existing as mere customs, without any significance. Anciently the Greeks made sacrifices, on nearing any prominent cape, on many of which temples to the deities were placed. During the middle ages, the present ceremony of receiving a visit from a fictitious Neptune arose, when it was not, of course, performed at the equator, but on arriving within the tropics, crossing the Arctic Circle, and even in passing certain capes.

[An older writer says] concerning this ceremony: "It is a custom practiced from all antiquity, that those who are apprenticed to the sea, and who pass certain places where they have never passed, undergo this penalty, under the favorable name of baptism; that is, to be cast from the yard-arm into the sea. The ships also are subjected to this ceremony. When the ships arrived in these places where they had never been, the master was obliged to redeem them; otherwise the crew at once proceeded to cut off the ship's nose, or the whole outer part of the prow, or to disfigure or destroy some other part of the ship. Those whom they will cast from the yard-arms into the sea could redeem themselves by giving money to the crew. As to the boys, instead of dipping them from the yard-arms, they put them under a basket, surrounded by tubs full of water, and each one dipped it out with buckets and threw water on them."

On board whaling vessels, on crossing the Arctic circle, novices were kept below decks, and a barber-shop was fitted up, with a sign, "Neptune's Easy-shaving Shop, Kept by John Johnson." The novices were then brought

SUPERSTITIONS of the SEA

up, questioned, as to their names, ages, destination, etc., and were then put through the usual rough shaving process.

An excellent description of the ceremony [in the 19th century is as follows]:

Neptune appears, dandily dressed in tights, riding on a car made of a gun carriage, drawn by six men, [black and] spotted with yellow paint. He has a long beard and ringlets of oakum, an iron crown on his head, and carries a trident with a small dolphin between its prongs. His attendants consist of his secretary, with quills of the sea-fowl; surgeon, with lancet, pill-box, etc.: barber, with huge wooden razor, with its blade made of an iron hoop; and his mate, with a small tub for a shaving box. Amphitrite also appears, wearing a woman's night-cap, with sea-weed ribbons on her head, and bearing an albacore on her harpoon, carrying a boy in her lap as a baby, with a marlinspike to cut his teeth on. She is attended by three men dressed as nymphs, with curry-combs, mirrors and pots of red paint. The sheep-pen, lined with canvas, and filled with water, had been already prepared. The victim was seated on a platform laid over it, blindfolded, first shaved by the barber, and then plunged backward into the water. Officers were expected to pay a fine.

None of the tales told of ghostly shapes or shadowy lands in the ocean world have found so many credulous believers as those of the ghostly St. Elmo lights, that burn about the tops of the ship's spars in the heavy atmosphere preceding a storm, or in the agitated air near its close. Under various names, and connected with numerous legends, this appearance has been the joy or terror of mariners for centuries. [One ancient authority] tells us: "Those who are to be saved frequently observe something like a luminous bird at the top of the mast. This appearance on the top of the mast is of such brightness that the eye cannot behold it, nor can they make out what it is. The moment it appears, the sea becomes quiet, the gale lulls, and the waves subside. Then the brightness vanishes, and no one can perceive how it comes, or how it disappears. It is the sign of safety, and the assurance that they have escaped."

In the account of the second voyage of Columbus, we find this passage: "On Saturday, at night, the body of St. Elmo was seen, with seven lighted candles in the round top, and there followed mighty rain and frightful thunder. I mean the lights were seen which the seamen affirm to be the body of St. Elmo, and they sang litanies and prayers to him, looking upon it as most certain that in these storms when he appears, there can be no danger.



Whatever this is, I leave to others. for, when such lights appeared in those times to Roman sailors in a storm, they said they were Castor and Pollux."

Science has not thoroughly dispelled the mariner's belief in the supernatural character of these weird lights. It is the spirit of a defunct comrade. It is the soul of a shipwrecked sailor. It is called the wandering candle. St. Elmo [or St. Ermo] was venerated by mariners centuries ago. [According to some sources] he was a Sicilian bishop. At sea, in a storm, he was taken very ill. He promised the distressed mariners, in dying, that he would appear if they were destined to be saved. After his death, a light appeared at the mast-head, and was named for him.

All the attempts to explain these lights as supernatural seem ridiculous, in the light of modern science. As over marshes and pools on land, so at sea, these electrical manifestations only occur in the rarefied air-gases, before or during a storm. These are naturally adherent to the iron of the spars, but, if touched, will harmlessly stream from human fingers, or at the most, give a slight shock to the experimenter.

The legend of the Flying Dutchman is the most picturesque and romantic of the many tales current among sailors half-a-century ago. The tale is told with variations in nearly every maritime country. As the hero is a Dutchman, we should properly refer to Holland for the true version of the tale. Several authorities give this as follows:

"Falkenberg was a nobleman, who murdered his brother and his bride in a fit of passion, and was condemned therefor forever to wander toward the north. On arriving at the seashore, he found awaiting him a boat. He entered the boat, attended by his good and his evil spirit, and went on board a spectral bark in the harbor. There he still lingers, while these spirits play dice for his soul. For six hundred years the ship has wandered the seas, and mariners still see her in the ocean, sailing northward, without helm or helmsman. She is painted gray, has colored sails, a pale flag, and no crew. Flames issue from the masthead at night."

The spectre ship is often attended by a fog. Many unusual occurrences are attended by a fog or mist, and are often easily accounted for by the unusual resonance given to sounds in fogs, and to the strange feelings often experienced when locked in from the outside world by a fog-bank.

The occasional reflections of mountains, cities, or ships in mirage or fog-bank, the land-look of such banks themselves, coupled with the superstition of the medieval mariner, doubtless gave rise to the many stories of mysterious lands at various places and times. The Chinese call the mirage the "Sea Market."

The names yet existing in sailor-tongue of such mysterious places as Cape Fly-away, No-man's land, Lubber land, Dutchman's land, are but faint reminiscences of many tales of wonderful lands in unexplored seas. These fables are as old as Homer's time.

A particularly apt illustration of the effects of natural causes is given in a modern book of travels. One evening travelers in a ship approaching close to Port Danger, on the South African coast, beheld a well-known English man-of-war, a short distance away. The travelers saw faces on board, and a boat was lowered and manned from the English ship, in sight of everybody. All recognized the "Barracouta," and they expected to find her

at anchor when they arrived, a short time after. It was a week, however, before she arrived, and then it was learned that she was at least 300 miles from Port Danger at the time referred to. The image seen was doubtless due to reflection or refraction in some cloud or fog-bank. Arctic voyagers often speak of the very remarkable effects of refraction, and many of the nautical tales of phantom-ships are, beyond doubt, caused by the sight of images in cloud or fog-bank.

Many superstitious observances have been common from ancient to modern days, among mariners. [Following are some beliefs, growing up at various times, some of which are prevalent today:]

- Ceremonies at the laying of the keel, or at the launching of the new vessel into her destined element, have always been performed. Ancient authors state that the ship was launched with ceremonies, first decking it with flowers and crowns of leaves, and pouring out a libation. It was always regarded as a bad omen should any accident happen, or if the ship refused to move, or the wine was not spilled, or especially if any lives were lost. This must have occurred frequently during the middle ages, for we read that slaves or criminals were usually appointed to remove the last shores.

- Stolen wood [in some countries was] employed in building a ship, a small piece being inserted in the keel. Such wood makes the ship go faster at night. If the first blow struck in fashioning the keel draws fire, the ship will be lost on her first trip.

- A piece of silver, preferably an old coin, is placed under the heel of the mast of a new ship, as then she will make profitable voyages.

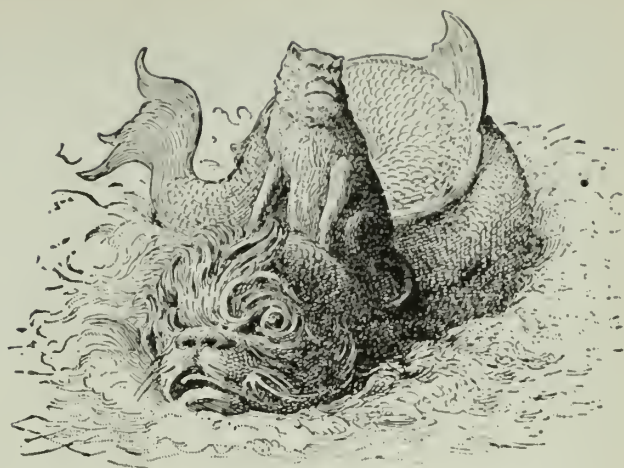
- The belief in the good or evil luck of ships has had great influence in the choice of names. Ancient Greeks seem to have avoided a masculine name, as all their ships bore feminine ones, probably in deference to Athene, goddess of the sea.

- Sailors always personify ships and boats. This was carried so far by a certain Chinese magnate as to put his boats in the stocks when they did not sail well. A venerable commodore in our own Navy, still living (in 1881) was one to talk to the mizzenmast of his ship. This is a common idea among old sailors, who often believe, as the old captain said, "She can do anything but talk, and sometimes she can even do that. A ship which is about to sink makes her lamentations just like any other human being."

- It was long thought that rats would desert a sinking ship. A writer in 1875 says they have been seen leaving a leaky ship by a hawser tied to the dock, and by swimming. Shakespeare alludes to this belief. It is quite reasonable to suppose that the instinct of these animals may have led them to abandon a ship that had much water in the hold, as they would suffer from hunger. An old work tells us the instinct of rats leaving a ship is because they cannot be dry in it.

- A belief in the virtues of odd numbers was very prevalent as shown in the usages of maritime nations with regard to salutes. All national, festal and personal salutes consist of an odd number of guns, a custom dating back to the beginning of modern history at least. Minute guns are still the only even-numbered salutes.

- Sneezing has been regarded by people in all ages, and in all lands, as unfortunate. It was long a custom to salute one who sneezed, to remove the bad results thought to ensue therefrom.



- Spitting to windward, prohibited for obvious reasons, in well regulated ships, was considered unlucky among Maldivian Islanders. Chinese Junk sailors considered it unlucky, and a forerunner of foul weather, to expectorate over the bows of the vessel when starting on a voyage.

- English seamen think it unlucky to throw salt about. In Holland, it was thought unlucky to overrun a salt-cellar, as a ship would be wrecked each time it was done.

- Birds coming on board at sea should not be caged or taken, for, as you lay hands on the birds, you will have to lay hands to the sails, in the storm that will come.

- The kingfisher boded good or evil, as its cry was to the right or left, said negroes of West Africa. The ancients believed that the petrel hatched its eggs under its wings, and never rested. The albatross is believed by sailors to sleep on the wing. Swallows were thought unlucky at sea, although they are lucky on shore. Cleopatra abandoned a voyage, on seeing a swallow at the masthead of her vessel.

- Crows were used as guides by navigators, as they were carried out to sea and then let loose, to indicate the direction of the land by their flight. The crow, the raven and the magpie are proverbially birds of ill omen. The dove was long a bird of good omen at sea.

- There was a belief in the efficacy of human charms, and it frequently occurred that a dead man's hand and other human relics were carried to sea, as charms against shipwreck. Animal charms were of the same class, and were more frequently used. Esquimaux fasten a seal skin to the prows of their canoes, as a charm against bad weather and storms. Foxes' tails and eagles' beaks served equally well.

- That well known charm, the horseshoe, has long been a favorite with the mariner. They are often nailed to the masts.

- Sometimes in antiquity, a badge was tied or fastened to the body, so as to identify it if found — very much as modern sailors tattoo the body.

- Sea shells, fish amulets, the caul, coral, amber, bunches of garlic, bits of sea-weed, turf from the churchyard — the belief of the sailor in these many omens, lucky signs, auguries, etc., is a survival of ancient superstitions — reminiscent of the many impositions practiced by Chaldean magicians and astrologers, Greek and Roman augurs, mediaeval sorcerers and cunning charlatans of all ages.

TAFFRAIL TALK

THE TALE OF THE sport-loving airplane takes the prize, we think, for anecdotes coming out of the Korean theater during the last months of winter.

A tobogganing, ice-skating, ski-jumping *Panther* jet is the hero of the story, and its lucky occupant was Lieutenant Irving A. Robinson, usn, heading for his home base, *uss Valley Forge* (CV 45). Returning from a mission over Korea, Robinson's plane was struck by a shell which hit the left wheel, knocking out the plane's hydraulic pressure and emergency air pressure.

Unable to lower his wheels, use his dive brakes, or manipulate his wing flaps, Robinson finally managed to reach a friendly Korean airfield and made ready for a hazardous belly landing in



the ice and snow. Skillfully he maneuvered the plane; it hit the steel matting, and then Robinson closed his eyes for the oncoming crash. Looming ahead were: a huge ditch, a small lake and a high dike.

The plane sledged along on its belly, hurdled the ditch in true thoroughbred style, skated breathlessly across the ice-covered lake, climbed the embankment and tobogganed down the other side of the dike. Then it stopped. Pilot Robinson emerged uninjured, deciding he had ridden a real winner.

* * *

A Marine corporal in Korea who's not popular—because of the company he keeps—is James R. Dixon. He's a herpetologist, which means that he's a student of reptile life, and in civilian life he ran a snake ranch, collecting zoo specimens and supplying snake venom for use in serum manufacture.

On a recent trip to Japan, Cpl. Dixon alienated a number of his companions, he says, when he returned to his hotel room with a few choice reptiles which he had an opportunity to collect. In Korea, his charges receive a lot of attention from his buddies, when they are assigned to their glass enclosed cages.

* * *

A lady physicist now joins our mermaid scientist (*ALL HANDS*, January 1952, p. 64) as another member of the fair sex with a unique job assignment for the Navy. Working on the instrumentation of the 4,000-mph *Viking* rocket, she was the only woman scientist among a group employed at the White Sands Proving Ground, New Mexico. The *Viking's* scientist is Martha Bond.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 21 May 1951, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given *ALL HANDS*. Original articles of general interest may be forwarded to the Editor.

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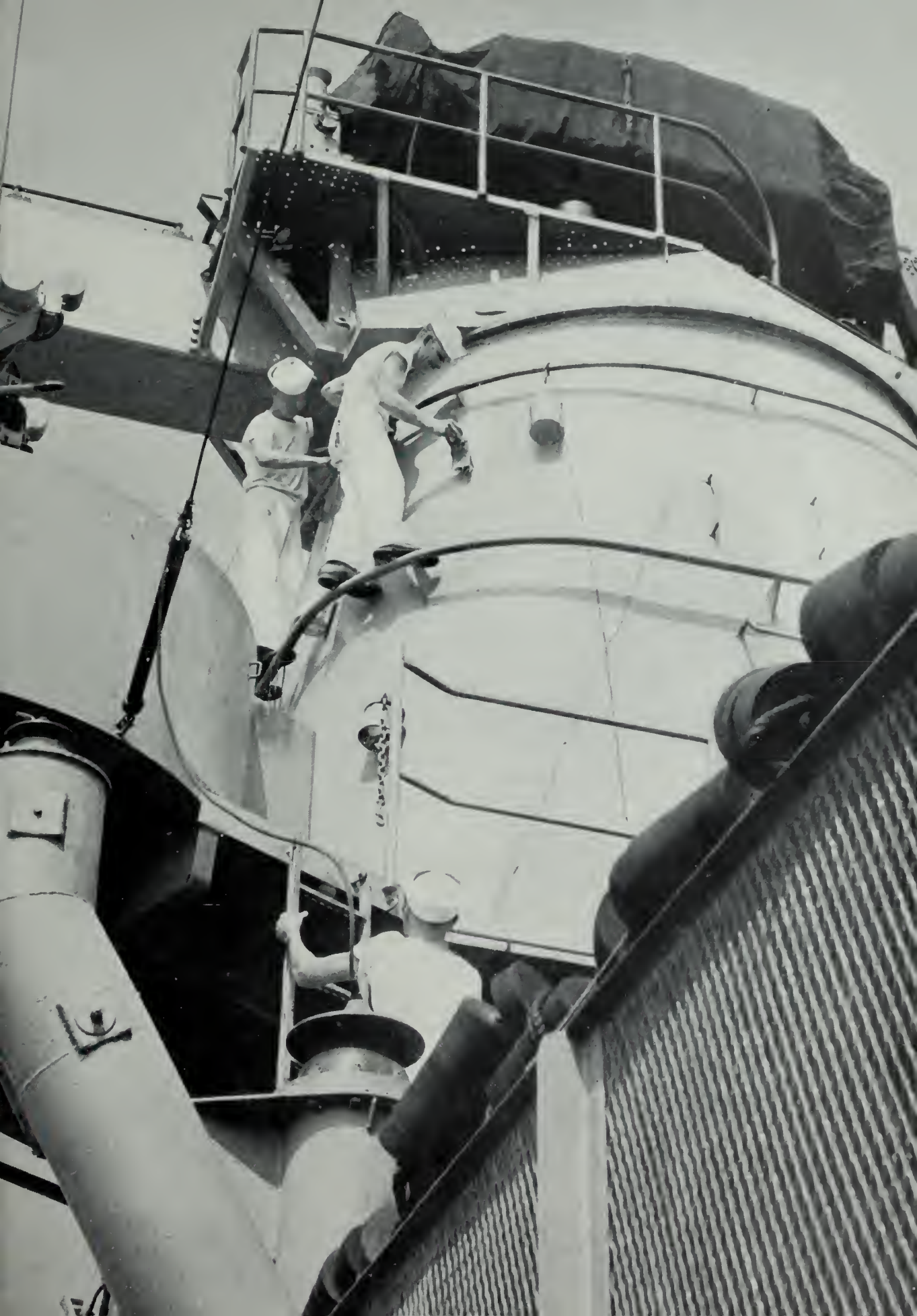
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REFERENCES made to issues of *ALL HANDS* prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: *USS New Jersey* (BB 62) gets a fresh coat of paint on the fire control tower as a preventive against salt air and rust. ➔



A black and white photograph of a man in a naval uniform, looking down at a book he is holding. The book's cover features the title 'Aircraft ENGINES' and an illustration of an aircraft engine. The man's uniform has a white collar and three white stripes on his sleeve. In the background, there are several eagle emblems and a flag with horizontal stripes.

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ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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NAVPERS-O

JUNE 1952



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JUNE 1952

Navpers-0

NUMBER 424

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• FRONT COVER: Even birds of prey must roost. Here a *Banshee* (F2H) jet fighter is tied down for the night on board USS *Essex* (CV 9), operating in Korean waters.

• AT LEFT: Multi-mission destroyers take time out for repairs. The DDs keep busy screening fast carrier divisions, escorting supply ships, acting as decoys and shelling enemy shore installations.

CREDITS: All photographs published in *All Hands* are official Department of Defense photos unless otherwise designated.

Coxswains in Combat



ASSAULT BOAT coxswain, his back to the spray, skillfully retracts his craft through the surf during training.

“LAND THE LANDING FORCE.”

These simple words made up the latest order coming from the squawkbox, over the noisy activity of the attack transport. Overhead the sky was dotted with planes. The guns and rocket launchers from the fire support ships of the task force were continuing their ear-splitting job of working over the enemy beach defenses.

The “softening-up period” was almost over. Now the star role in the action was to be played by the assault boat coxswains, whose briefing had just been completed.

Over the squawkbox came the awaited word: “Assault boat crews, stand by to be lowered.” LCMs and LCVPs were lowered into the water.

Seaman Jack Shannon, USN, prepared to move his LCVP up to the cargo net on which the troops would scramble down the ship’s side and into his craft. The mother vessel to Shannon’s craft was attack transport *Benix*, one of several taking part in an early-dawn amphibious landing.

Shannon jockeyed his craft into position under the cargo net. A fast-

running sea tended to force his LCVP to drift sternward. Steadying lines ran from the craft up to the transport’s main deck where they were manned by topside deckhands. These lines helped snub the pitching and bobbing LCVP against the ship’s side.

But the force of the sea placed a powerful strain on the lines. It was up to Shannon to relieve the deckhands of some of that strain before the lines were wrenched from their hands. He did this by keeping a varying number of turns on the propeller and different degrees of angle on the rudder. This called for a combined steersman-throttleman skill—a skill which all assault boat coxswains must possess.

After the last combat-loaded infantryman had scrambled down the net, and dropped into his craft, Shannon maneuvered away from the ship’s side and joined other LCVPs of his wave—“Wave One, Blue Beach One.”

Together the LCVPs proceeded in toward the *line of departure*. This position was marked by a small

amphibious ship which served as control vessel.

Following the time schedule of the operation orders, the control vessel gave the “go” signal. Lined up like a football team at kickoff, the LCVPs picked up momentum. Soon they were up to speed, each craft keeping apace of the other.

It was a 4,000-yard run to the beach from the line of departure. The final 80 yards was the *surf zone*. Here, the shoaling of the water turned the rolling swells into breaking combers. Handling a craft in these dangerous waters calls for boatsmanship of the four-point-oh brand.

Shannon recalled his training: “A swamped landing craft is a useless landing craft—a hazard on the beach and an obstruction.”

Out of the corner of his eye he saw other LCVPs riding the up-slopes of the combers. Their speed was gauged to that of the shoreward-rushing combers. Far down the line one LCVP forged ahead too fast. For a brief instant it rode the comb-er’s crest. In another moment it

would have plunged over on the down-slope, broached and swamped. The coxswain maneuvered his craft skillfully, cutting its speed. *Splash one LCVP—almost*, thought Shannon. That would also mean: *splash one crew and one load of troops*.

Like every assault boat coxswain, Shannon felt the responsibility of a skipper to his own craft. In his case, this was an eight-ton, 38-foot-long metal-hulled vessel driven by a 225-horsepower marine diesel engine. Shannon's "crew" consisted of two deckhands and an engineer.

The LCVPs of Wave One had now hit the sea-wash line, within a few seconds of the scheduled time. Timing is important. A miscalculation of two minutes could snarl up the landing. Too early—it might have meant shifting of the fire support schedule to avoid being hit by shells from the gunfire support ships. Too late—it might have caused a traffic jam on the beach. Other waves were already on their way in from the departure line.

As soon as his boat slid to a standstill on the beach, Shannon ordered the bow ramp lowered. Concentrating on his next job, he only half-heard the troops double-timing down the ramp, through the ankle-deep water, to begin grouping for the inland push.

The last infantryman was hardly across the ramp before it was being raised. Shannon threw his clutch into reverse and gunned the engine to retract from the beach.

Between him and the transport lay the breaking surf. He'd have to back through that. Then the 5,000-yard run to the transport, which his LCVP would take in its stride.

Aboard *Benix* were more troops and cargo to be brought ashore. Shannon delivered his first passengers in the first light of morning. It was high noon by the time he brought the last of the troops to the beach. Then he shifted to equipment-carrying runs, which continued until sunset.

The action reported above is a composite picture of assault boat operations. It had its counterparts in World War II and, more recently, in Korea. It is occurring today and throughout the year in operations on our Atlantic and Pacific coasts.

Off the Silver Strand of Coronado, Calif., embryo coxswains put their training craft through the paces. This training is duplicated off the beaches



JAW SET and eyes front, a future assault boat coxswain gets the feel of his LCVP during realistic training.

of Little Creek, Va., where the Chesapeake meets the Atlantic.

Shannon is a composite too. He represents the highly-trained sailor who has one of the most exacting jobs in the field of modern seamanship.

A few years before Shannon joined the Navy, assault boats were going through a period of rapid development. James Forrestal, then Secretary of the Navy, called landing craft "the bridge our fighting men cross to get at the enemy."

In brief, on the shoulders of the assault boat coxswain rests a large part of the responsibility of landing

our troops through the surf on a hostile shore.

The value of these men has been proved time and time again in our military history. Early predecessors of the assault boat coxswains did the same kind of job during the landing of forces in the Mexican War at Vera Cruz (1847); in the Civil War at Fort Fischer (1864); and in the Spanish-American War at Daiquiri (near Santiago, Cuba—1898).

During World War II they swung into high gear. In the Pacific, our "island-hopping" strategy owed no small part of its success to the ability of assault boat coxswains. In the North African, Sicilian, Italian, Southern France and Normandy landings, assault boat coxswains played key roles. More recently they repeated the job at Inchon, Hungnam, Wonson and other locations along the Korean coast.

How does the assault boat coxswain learn his job? In addition to the ever-present training that is carried on by ships of the Atlantic and Pacific Amphibious Forces, training for these "ABCs" is conducted at the Naval Amphibious Bases, Little Creek, Va., and Coronado, Calif.

Students come from units of the Atlantic or Pacific Amphibious Forces or directly from Naval Training Centers. At Coronado they are given course "L-4," termed "Assault Boat Coxswain." At Little Creek they are given the "L-1 and L-2"

COXSWAIN'S eye-view of the beach. Fire support 'softens up' shore installations for an attack by rugged marines in a combat exercise off West Coast.

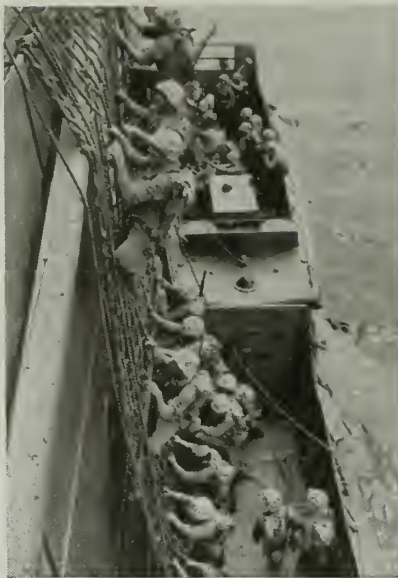


courses. These are the Basic Boat Training and Advanced Boat Group Training courses.

Let's take a look at the "ABC" course. The assault boat coxswain trainees on the West Coast, for example, come under the Landing Craft Control School. This is a component of the Naval Amphibious Training Unit which in turn is a part of the Pacific Fleet Amphibious Training Command.

The "amphib base" is located on an artificial, 134-acre, sandfill off Coronado's Silver Strand which projects like a great rectangle into San Diego Bay. An additional 157 acres front on the Pacific Ocean. With access to the inclosed harbor on one side and the Pacific on the other, the base is ideally situated for amphibious training. By utilizing nearby air, sea and land forces, amphibious operations and landings of all types are simulated on the Pacific side in a realistic manner.

In their training the students learn the operation of LCMs and LCVs. They learn boat engines, clutches and bow ramps. They are instructed in magnetic compasses, voice radio procedure, first aid, salvage operations and towing in the surf. Experienced instructors take them through all phases of an assault. This starts with the organization of the boat group (basically the coxswain, enginemen and bowman). It continues with debarkation from the mother ship, the shoreward movement, un-



TROOPS scurry down a landing net, carrying combat packs. The first over steady net for those following.

loading operations, post-assault phases, and finally, boat handling alongside the mother ship. All this is crowded into one month.

The greatest number of hours in the course is given to the actual operation of LCVs and LCMs by the future coxswains. Boat-handling in the inclosed harbor has 23 hours devoted to it. Each student receives almost twice that number of hours in surf operations on the Pacific side. Similar training is given on the East Coast, where the students are put

through their paces off the Little Creek beaches of the Chesapeake-Atlantic shoreline.

In most Navy training, when a student makes mistakes he sees the result in his grade-marks. If he makes an outright blunder his ears may ring from the instructor's censure. Nature, on the other hand, takes charge of punishing the careless and the blunderers during the coxswains' surf training. They find their craft being piled up on the beach, themselves and their crew wet and shivering from repeated dousings in the pounding surf.

Sailors from the Beach Group are on hand for just such events. They move in with tractor and "jeheemys" to render assistance. Wrecked or damaged craft are picked up by the jeheemy, a mobile lifting device, and carried overland to nearby repair facilities. Craft that are merely shaken up are lifted by the jeheemy, refloated and started on their way. Training goes on.

And it pays off.

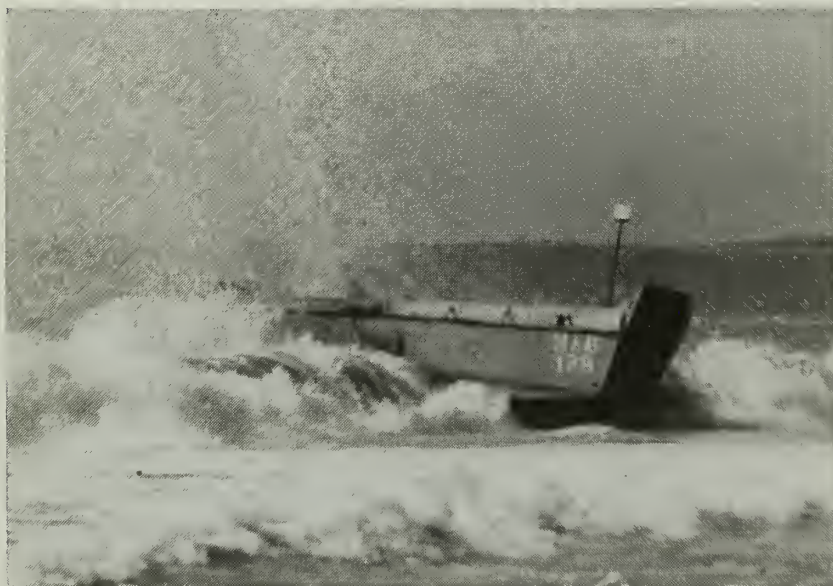
Here's the story of one LCV skipper who took part in the Tarawa landing during the Central-Pacific push. It is taken from the log and action report of his craft's mother ship, *uss Sheridan* (APA 51).

Salvage crews from *Sheridan* were in the lagoon collecting landing craft for rescue work, well within range of enemy gunfire. While some of the boats were used for rescue purposes, one LCV coxswain used his craft as a gunboat. First it silenced an enemy machine gun with its own .30-caliber machine gun. Then the gun was trained on a wrecked landing craft to wipe out a Japanese sniper who had been using it as his nest.

After this workout, the LCV joined the rescue party. Officers later spoke of the "cool, impeccable seamanship of the boat's unidentified coxswain." He had "kept perfect control of his boat against a strong current, holding her off the wounded men and yet close enough to lift them from the water, and not ground the boat."

The coxswain retracted his LCV while bullets were whizzing around his head and his crew and some of the walking-wounded were stamping out incendiary bullets which threatened to touch off the drums of gasoline which he was carrying in the boat.

Recently many assault boat coxswains have been awarded medals



RIDING the waves and plowing through surf are all in a day's work for combat coxswain's and Navy LCVs. Here's a craft heading in for a landing.



ADVANCED CLASS of ABC trainees leaves line of departure in near-perfect formation during West Coast maneuvers.

for heroic actions in Korean waters. The citations speak repeatedly of "the excellent judgment and high degree of technical skill" by the enlisted "skippers."

Material development of the Navy's landing craft has come a long way in a short time. This means that the sailors have had to be highly trained to keep up with the changes in their craft. In the early days of World War II, the Navy had a cantankerous, blunt nose, flat-bottomed craft made of plywood, nuts and bolts and wire cable. Troops scrambled out of this "L-boat" by climbing up and over the bow. Its profile and that of its successors was unlike that of any craft ever before conceived.

The men charged with the operation of these first boats were coxswains who had been qualified in the operation of the standard boats of the Navy. These early landing craft had special characteristics, however, which were essential to their particular job. For instance, they were designed to run up on the beach and discharge their load.

This was a radical change for

coxswains who had cut their teeth in motor launches, motor whaleboats and officers' motorboats. "Above all, keep from running aground," they had been taught. Deliberately running a craft aground was an entirely new concept. Coxswains had to learn new skills and to become both throttleman and steersman.

Hence, training became more specialized—the result of lessons learned in combat and the development of new type craft. Coxswains now must be able to master their craft in all types of weather, while it is being hoisted or lowered by its parent vessel, while alongside the ship receiving troops or cargo, while it is driving through the surf or retracting from the beach.

To appreciate the dangers of surf you have to experience the power of crashing breakers. The sea's power in this form has made a helpless hulk of many a craft. The assault boat coxswain, however, sees the surf as the final testing point of his profession.

He learns to recognize quickly the three major types of breakers—*spilling*, *plunging* and *surging*—and their

pitfalls. He learns that the proper approach to the beach means careful observation of the swell so that he can ride the back of a breaker into the beach. A slight miscalculation in timing will cause the boat to surge ahead and ride the front of the swell or breaker. On the down-slope, or front, he finds himself in the hazardous situation known as "surf-boarding." In such a spot he often loses control. His craft will first *broach*, by swinging broadside to the surf-front. The final stage of this blunder is capsizing.

After bringing his craft through the surf he is faced with still further problems. He must maintain his boat firmly on the beach until troops and their gear are safe ashore. Then he must retract from the beach.

The engine is shifted into reverse. When a swell gives the craft flotation the engine is gunned. Once the craft floats free of the beach it is kept backing down at right angles to the surf. Past the sand bars it goes and on out through the breakers. After he clears the breakers, the coxswain waits for his craft to ride high on the crest of a swell. Then he puts his

D-DAY: Scores of marines hit beach after being deposited on target by well-trained assault boat coxswains.





JEHEEMY and bulldozer combination stand ready and waiting to assist craft during final phase of training. Here men hook LCVP to jeheemy.

rudder over, shifts into forward and guns the engine. A skillful coxswain performs this quickly so that his craft takes the next sea cleanly on the bow. After that, it's clear sailing back to the mother ship.

Knowledge of beach topography is of prime importance in these operations. He must handle his craft in one manner if the beach gradient is steep and in a different manner if it is shallow. Off-shore currents and conditions of the tide have to be reckoned with. The coxswain who ignores these factors has a swamped craft on his hands.

In addition to all these skills, the assault boat coxswain is required to know all the standard boat formations, signals, safety precautions and control procedures peculiar to ship-to-shore movements.

Many of the trainees at the Navy's amphib bases had never set foot in a boat prior to their boot camp days. After their concentrated training, however, they handle their LCVPs or LCMs with seamanlike assurance. When their period of training is over, the sailors who came from sea-going and shore-based units of the Amphibious Forces return to those units. The sailors who were drawn from boot camp find themselves being assigned to duty in such vessels as APAs, AKAs and LSDs.

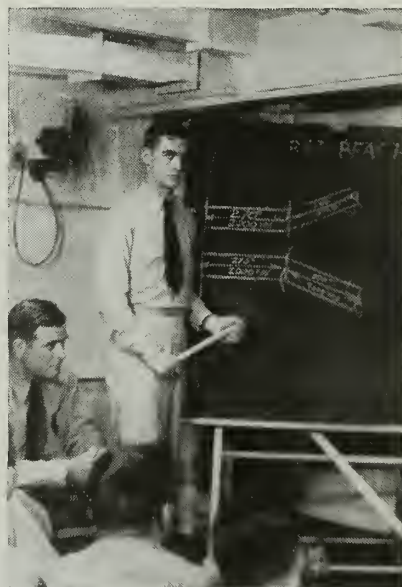
Even for the best of the Navy's assault boat coxswains, running an LCM or an LCVP is definitely not a one-man job. To assist him in this

task are three or four other sailors.

There is the *engineer*, a trained motor machinist. The engineer looks after the craft's one or two diesel engines. He also operates the hand winch with which the LCVP's bow ramp is raised or lowered.

The bowman serves as forward lookout. Under the coxswain's direction he releases the ramp latch and handles bow lines and boat fenders. In combat he fires the starboard machine gun from the gun well.

The port machine gun is manned



BRIEFING on ship-to-shore maneuvers is important part of training. Here instructor sketches next assault.

by the *sternman*. Since the sternman serves as the craft's signalman, he must know the use of blinker lights and semaphore flags. In addition to his duties with the LCVP's stern line and fenders, he assists the engineer with the ramp-raising winch.

The above duty-billets, which apply to an LCVP, are similar in an LCM—with the exception of an additional deckhand who remains at the ramp during the run to the beach.

As the assault boat coxswain goes about his work he is observed by many—by his ship's officers and division petty officers, by the assault group commander and embarked troops. Few watch more intently than his deckhands—and it's not that they merely happen to be close to him. They watch his actions closely because someday they hope to be running a landing craft of their own.

(Editor's note: Credit is due to H. E. Whittington, QMQ1, USNR; H. Caicedo, JO2, USN, and R. L. Merkel, JO3, USN, for their *on-the-spot* reports of assault boat coxswains in operation which were used in this article.)

Midshipmen Cruises Scheduled

Three practice cruises utilizing 35 ships to train 5,100 midshipmen from the Naval Academy and 52 colleges and universities are scheduled for this summer.

The first of the cruises will leave from Norfolk, Va., on 9 June and will visit European ports and the Caribbean Sea. In this practice squadron of 26 ships were 1900 first and third classmen from the Naval Academy and 1700 seniors and sophomores from Naval Reserve Officer Training Corps units from 28 colleges.

The squadron includes *uss Missouri* (BB 63), *uss Wisconsin* (BB 64), *uss Macon* (CA 132), *uss Des Moines* (CA 134) and *uss Saipan* (CVL 48), 10 destroyers, four minelayers, three high speed transports and four oilers.

The second cruise will leave Norfolk 18 July with 1500 NROTC midshipmen representing 24 colleges, and will return 5 September.

The third cruise will have 630 contract NROTC midshipmen on board *uss Pittsburgh* (CA 72), four minesweepers and a high speed transport. It will sail from Norfolk 10 August and return 5 September.



Traveling Sailors

No self-respecting Navyman, it appears, will walk if he can ride—even though the “ride” may be on the jouncing back of a camel or on a tiny cart hitched behind a stubborn goat.

He'll try anything once, as these pictures illustrate—anything from jinrikishas and carromatas in the Far East to ice skates in the Netherlands and gondolas in Italy. And a few others besides.

Top left: Four Sixth Fleet joyriders board newly rented bicycles for a look around Palermo, Sicily. Top right: Three U. S. sailors from *uss Adirondack* (AGC 15) clop up a side street of the Isle of Capri but fail to impress an attractive pedestrian. Center: Marine sergeant succeeds in persuading a goat to pull his two buddies in Paris, France. Below right: Sightseers from *uss Rendova* (CVE 114) save shoe leather as they ride a pair of elephants in Kandy, Ceylon. Below left: Sailor from *uss Leyte* (CV 32) grins down self-consciously from the back of an ungainly dromedary near Cairo, Egypt.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• ADDITIONAL POW BENEFITS —

A new law provides for additional compensation for Americans held prisoner of war during World War II who were subjected to uncompensated forced labor or inhumane treatment while being held captive. Authorized at the rate of \$1.50 for each day of POW status, the compensation will be paid to former POWs or their survivors. The benefits are administered by the War Claims Commission.

The War Claims Act, recently amended and known as Public Law 303 (82nd Congress), is applicable to approximately 132,000 American veterans. The new benefits also will be paid for the first time to Filipino prisoners of war who were in the service of United States armed forces.

Deadline for filing old POW claims on the basis of \$1.00 per day was 31 Mar 1952. The new law sets a deadline of 9 Apr 1953 for filing of claims by those eligible under the provisions of the amended law.

POWs who were paid \$1.00 a day under the first law may receive an additional \$1.50 provided they

• REVISED UNIFORM REGULA-

TIONS — Distribution of the new edition of the *U. S. Navy Uniform Regulations* (NavPers 15665, Rev-51) to all ships and stations began early in May. This edition supersedes the 1947 edition and is effective upon receipt.

Persons interested in obtaining a personal copy may send a money order for \$1.50 to Superintendent of Documents, Government Printing Office, Washington 25, D. C.

are eligible under the provision of the new law.

Present plans call for the mailing of claim forms to all former World War II POWs whose claims were adjudicated by the Commission under prior legislation and whose records indicate possible eligibility for benefits under the amended law.

Forms necessary for establishing a claim under the new law will be distributed through the American Red Cross, State veterans agencies, veterans organizations, or directly from the War Claims Commission, Washington 25, D. C., or from its office in Manila, R. P.

• **PEACE WITH JAPAN** — The Pacific war, which began with the attack on Pearl Harbor and ended with the surrender of Japan to the allies, is now officially over.

The Japanese have now attained a formal state of peace and sovereign equality with nine nations: *Argentina, Australia, Canada, France, Mexico, New Zealand, Pakistan, the United Kingdom and the United States.*

In addition, Japan also entered into a mutual security pact with the U. S. In return, this country has once again established formal diplomatic relations.

• **RETIRED PROMOTIONS** — As a result of the present emergency some officers on the honorary retired list have been ordered to active duty. The question frequently arises whether such officers are eligible for promotion.

Such retired officers who are now on active duty and *below* the grade of lieutenant commander, may currently be temporarily promoted under authority of the Act of 24 July 1941, Public Law 188 (77th Congress), and in accordance with Presidential Regulations implementing this law.

However, there is no general authority authorizing the promotion of retired officers on active duty in the same manner as other officers.

There is no provision of law, moreover, whereby an officer on the retired list may be promoted while on inactive duty.

Squadron Paints White Sidewalls on Plane Tires

If you should see a Navy transport plane with white sidewall tires, don't think it's putting on the dog. The airplane will be attached to Transport Squadron Eight. This MATS outfit sprays white paint on its planes' tires as a safety measure.

It all started when the squadron engineering officer was bringing an R5D *Skymaster* into Johnston Island. The plane's instrument panel would not indicate whether the landing gear was down. Usual practice is to fly past the control tower where the operators observe the position of the landing gear.

The pilot of the four-engine plane did so, but because of the

darkness of the night he was forced to make several passes. One was so close that the plane's power shook the tower.

Soon after this caper, the pilot came up with the idea of white sidewalls. Pilots of VR-8 who now make night landings need make but one pass at the control tower if the instrument panel fails. The gleaming white sidewalls do the job to perfection.

Safety is a top aim of this squadron. Now assigned to the Pacific Division of the Military Air Transport Service, VR-8 has won that division's safety trophy six out of eight times.



PAINT JOB like this enables tower men to tell at a glance if incoming plane's wheels are in down position.

• **FLAGS AND PENNANTS** — A new publication, entitled *U. S. Naval Flags and Pennants, Descriptions, Uses and Customs*, (DNC 27) is now being distributed to all commands. This publication is unclassified and nonregistered. It was prepared by the Office of the Chief of Naval Operations.

Included in this publication is information regarding display of ensigns, personal flags and pennants; dressing and full dressing ship; customs and usages; flag dimensions and miscellaneous flags and pennants. Also included are "The Flag Code" (Public Law 829) and The United Nations Flag Code and Regulations.

Three of the Navy's "flag pubs" have been superseded by DNC 27. They are HO 89, HO 89a and HO 89b. DNC 27's chapter six will be of special interest to topside watchstanders. Here, for the first time in any publication, are illustrations of the complete layout of ensigns, personal flags and commission pennants flying from their appropriate positions at mastheads and yardarms. These views range from a commission pennant flying from the masthead of a single masted ship to the complicated displays called for during the visits of foreign presidents or sovereigns.

• **NSLI PREMIUM RECEIPTS** — Veterans Administration will discontinue sending receipts for payment of premiums on National Service Life Insurance and U. S. Government Life Insurance policies on and after 1 Aug 1952. The economy measure which is expected to save \$1,000,000 annually follows the trend of many private insurance companies.

Policyholders of the two types of Government insurance will receive notices from VA concerning the discontinuance of premium receipts. The VA advises policy owners to maintain a record of their premium payments. The insured should make payments by check or postal money order and keep the cancelled checks or postal money order stubs as evidence of premium payments.

At the close of World War II the VA had more than 23,000,000 insurance policies issued with a value of \$173 billion. Today there are approximately 7,000,000 of the two types of policies in force, with a value of \$49 billion.

CPO Is First Enlisted Man to Govern Islands

Nearly a century after Commodore Perry stopped and raised the American flag at the Bonin island of Chichi Jima—on his way to open the road to Japan for American commerce — Frederick A. Pobst SKC, usn, became the "Chief of Chichi Jima."

Pobst is the first enlisted man in naval history to be officially assigned as American Military Government Representative of the United States.

The chief established his headquarters on tiny Chichi Jima in April 1951, the only inhabited island of the Bonin group and situated 550 miles from the mainland of Japan. The island, which was held by the Japanese until the latter part of World War II, is one of those in the Pacific that are administered by the Navy's "island government" program.

Duties of the CPO as an island "chief" are numerous—he must be a jack-of-all-trades. Chief Pobst was selected for the job because of his aptitude in administration, his knowledge of mechanics, cargo handling, and experience in farming and ranching.

The youthful Navyman and his wife Rosa and their 10-year-old daughter Carol could be called modern pioneers by today's standards of living.

In carrying out his orders the chief took his family to Chichi Jima and brought their home along with them — a crated, knocked-down quonset hut. The Pobst family had to "rough it" in true pioneer style for awhile. The family's sole contact with the outside world is maintained by the Navy radio station and their own home radio receiver.

The nearest grocery store and post office is 1,000 miles away at Guam. Every two months a Navy ship puts into Chichi Jima's Futami Bay with supplies, mail and sometime official visitors. These "few and far between" ship arrivals are a boon to the island school system, the chief reports. Whenever a Navy ship arrives the day must be declared a school holiday, because "the kids just won't study anyway."

In a new quonset-type school Mrs. Pobst teaches the "Three R's" to the third, fourth and fifth graders,

while the chief conducts baseball games and teaches other sports when he is not showing the men how to increase the yield of their crops on the fertile, mountainous island. The islanders' economy is based on export of fish. Pobst is encouraging the men to grow bananas, coconuts, oranges, lemons, grapefruit and peaches, in addition to the various other crops native to the island.

"The people are expert farmers," Pobst said, "but, they had never heard of irrigation before our arrival."

The Bonins, during the past century and a quarter, have had a varied history.

In 1827, British Captain Frederick W. Beechey took possession of them for George IV. But the "boss" of the islands was for many years an American. His name was Nathaniel Savory, a former American merchant seaman. He sailed with other colonists from Hawaii in search of a new home on some Pacific island paradise.

Commodore Perry came in 1853, claimed the islands for the U.S. Later the Japanese dispatched two high officials and forty colonists in 1860 to hold the Bonins for Japan, and the islands remained under Japanese jurisdiction until the latter part of World War II. Since then their administration has been one of the responsibilities of the Navy's "island government" administrators functioning in behalf of the American Military Government.

An important task of Chief Pobst's official job, along with his educational and economic responsibilities, is to guide the people in conduct of a democratic self-government. The Bonin islanders manage their own governmental matters with Pobst "sitting-in" as an adviser.

The natives maintain daily contact with the outside world by radio and keep up with news of current events. In the evening Pobst turns up the volume of his radio so that it can be heard in neighboring homes, and the islanders sit in front of their homes enjoying news and music.

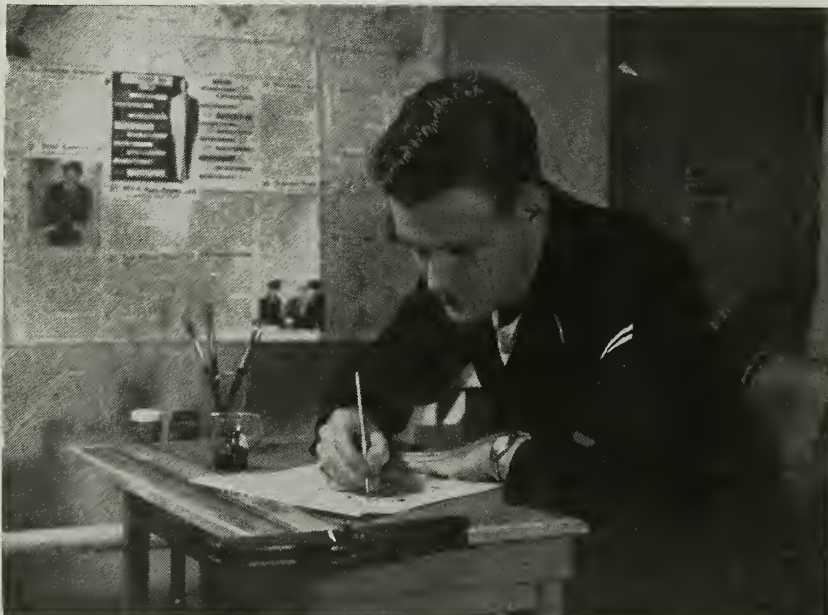
With all their duties, life is far from dull for the Pobst family.



HOT SCOOP concerning crew member Walter Rosell, SN, is jotted down by paper's editor, John Scott, JOSN, for use in the column, 'Meet the Macon.'



STAFF MEETING with the chaplain maps paper's content. Below: Talented staff artist Francis Webb, SN, draws a cartoon directly onto an offset plate.



Salty Newsmen

MORE THAN 400 ships and naval stations today publish their own ship or station newspapers. From LST to carrier, almost every operating ship can claim a sheet of some description.

Large ships, having greater facilities, turn out the fanciest papers. Journalistic efforts like the *Carrier Pigeon* of *uss Essex* (CV 9), *Tarawa Tradewinds* of *uss Tarawa* (CV 40) and *Tailhook* of *uss Monterey* (CVL 26) not only carry original photographs but also make use of other techniques not available to the small-ship editor.

But it's not necessary to have complicated presses and a roomful of photographic equipment to publish a good ship's newspaper. Plenty of seagoing editors do okay with a well-oiled mimeograph machine.

After all, it's the paper's content that counts. No matter how unlike the *New York Times* your paper may be, it will be read if it passes the word. A good paper carries the latest word on such things as pay, promotion and leave, it keeps the crew posted on how the ship's basketball team is doing and what kind of facilities will be available at the next liberty port; and it provides its readers with a chuckle or two with comics, cartoons and jokes. In short, it's a morale builder; it helps make a spirited crew.

Halfway between this mimeo-



MAKE-UP—Printed material is typed directly onto the paper-backed offset plate.

Pass the Word

graphed type and the fancy job is another type especially adaptable to cruisers. The process used here is called "direct image offset." Should he use this process the editor still cannot use photographs, but the system does give him more leeway than a mimeo editor has.

Such a "direct image" newspaper is the *Macon Way*, a cleverly named eight-pager published on board USS *Macon* (CA 132). The paper has a staff of four men, not counting its officer-advisor, and comes out once a week.

Here's what goes into a typical week's issue.

The first two days are devoted to gathering the news which comes from various sources. One of the most valuable of these is the Armed Forces Press Service which sends out clipsheets of news and feature stories as well as cartoons and jokes especially angled to service papers like the *Macon Way*.

Other sources are closer to home. Press releases arrive from the cruiser division. Tips come from fellow crew members. Reporters send in their stories.

About Wednesday, Editor John Scott, JOSN, has a pretty good idea what his big stories of the week will be.

Not being able to run photos, the editor leans heavily on art work to "dress up" his pages.



'ROLL 'EM!—John Youngblood, PISN, watches as the latest issue of the popular *Macon Way* rolls off the cruiser's easily operated duplicating press.

With the stories written and the art ready to go, actual "make-up" begins. A rough "paste-up" is made, showing how much space is to be devoted to each story or piece of art work. Using the paste-up as a guide, Webb now draws his cartoons, illustrations and headlines directly onto a special offset plate.

The plate is then inserted into a regular typewriter equipped with a special ribbon and the written ma-

terial typed in. Where the typewriter ribbon or artist's brush has touched the plate, ink will be absorbed during the printing and transferred to the paper. The rest of the plate repels ink.

Each page, as it is completed, is turned over to the printer who places it on a duplicating press and runs off the required copies. Finally, the printed pages are stapled together to form the finished issue.



CIRCULATION—Raymond Polly, PNSN, mails copies to other Navy commands.



EAGER READERS scan the issue in the crew's lounge. *Macon Way*, like most of the Navy's papers, is published with profits from ship's store sales.

Reservists Keep Ahead in Electronics

IT'S QUITE a jump from a Texas jail to the nerve center of a giant aircraft carrier, but it can be done. Community cooperation tells the story.

The citizens of Angleton, Tex., for example, cheerfully provide quarters in the local county jail to enable members of the Naval Reserve Electronics Platoon 8-30 to receive training duty each week. Like other participants in the Naval Reserve Electronics Program, these Reservists are preparing themselves to be available for active duty in the event of a national emergency. Some haven't waited.

Elsewhere throughout the United States, other communications and electronics enthusiasts meet each week in approximately 800 cities and towns to receive instruction and training.

Only a portion are able to use the facilities of Naval Reserve Training Centers. If NRTC's aren't available, it doesn't matter too much. Local civic authorities and private citizens are glad to provide the meeting

places and to help furnish them with the best they can afford.

Take, as a sample case, the manner in which Naval Reserve Volunteer Electronics Company 9-132, of Marshfield, Wis., received its start.

Original plans were based on the hope that a volunteer unit of platoon strength, which required a minimum of two officers and 12 enlisted personnel, could be maintained. However, by the time the order creating the unit was signed, a full company of six officers and 50 enlisted personnel had been recruited and additional volunteers were awaiting the formation of a second company.

At this point the community stepped in to do its part.

Local physicians examined personnel without charge. An eight-room farmhouse and 28 acres of land was furnished on a long-term \$1-a-year lease. A local lumber company donated plywood; carpenters and laborers pitched in to remodel the building.

One electrical firm supplied materials. Electricians donated time and

skill to rewire the station the Navy way. A heater and fuel oil were furnished by another firm; still another provided a metal flagpole. Buses were made available to transfer the Reservists to a gymnasium, also offered free of charge, when weather prevented drilling on the station grounds.

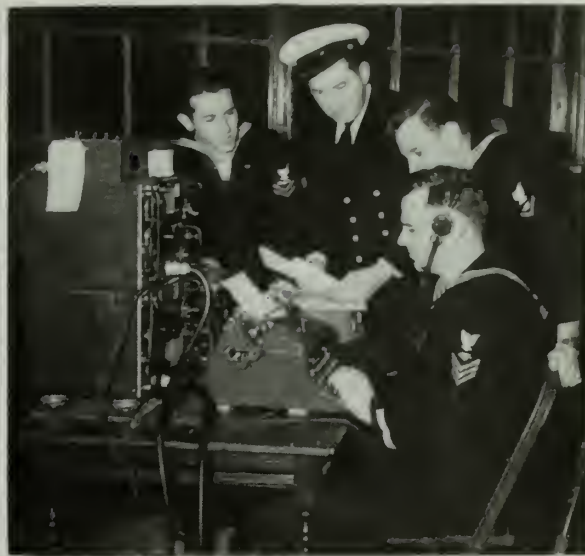
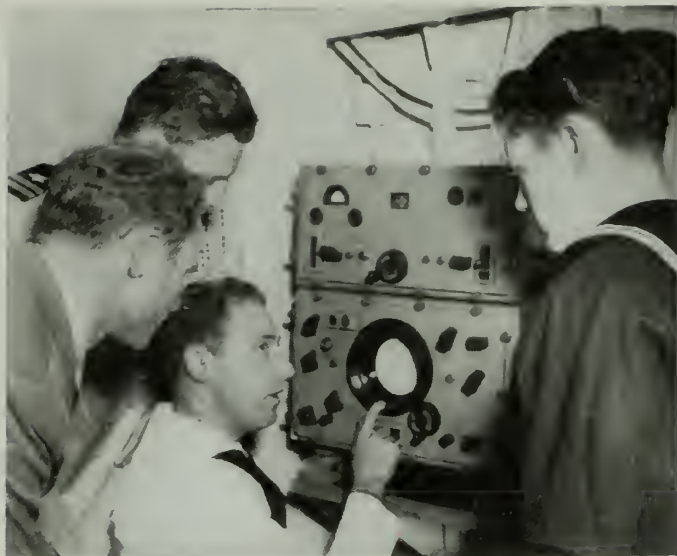
Members of the unit pitched in to install fixtures and other odds and ends. Now they're planning to alter the front porch of the building into a quarterdeck and the roof into a signal bridge.

Meanwhile, the Navy is providing radar equipment, a 60-watt radio transmitter and receiver, a quantity of training and disassembled radios, training mockups, television equipment and a motion picture projector. As the need increases, more electronics material will be made available.

That's the story of one unit. Others have found quarters in such places as colleges, universities, elementary schools, high schools, city halls, fire houses, post offices, police stations,



RANGE RINGS on air plot are pointed out to two radarman strikers at Electronics Division 1-36, Pawtucket, R. I.



ON BOARD SHIP, 8th ND Reservists examine a radar in LCI 638. Right: Woonsocket, R. I., men run own 'ham' station.

federal buildings, airports, hospitals and in a variety of private buildings including a hardware store, bank building and casket factory.

In spite of housing difficulties, the Naval Reserve Electronics Program is the most extensive single program in the postwar Naval Reserve. It has grown tremendously since its predecessor, the Naval Communications Reserve was first organized in 1925. At that time, the Communications Reserve was primarily a training ground for "communicators" — radiomen, signalmen and communications officers. Instruction in radio theory and equipment was limited. There were no electronics technicians.

At present, through the applica-

tion of a multitude of special devices, electronics plays as important a role in harbor defense and anti-submarine warfare as it does in the operation of naval vessels ranging from patrol craft to a 45,000-ton battleship. In sonar, loran, radar, radio and other forms of communications, electronics is the principal tool employed by radarmen, telemen, sonarmen, radiomen, aviation electronicsmen and technicians. It is essential to the operation of the Navy.

At times, the tool becomes complicated. A typical CIC installation such as may be found on *Antietam* (CV 36), for example, includes 20 synchros, 30 motors, 150 relays, 183 fuses, 280 variable adjustments, 300 test points and 852 tubes. The com-

plete assembly weighs 28 tons. Not a gadget for the home mechanic to experiment with.

It's obvious that electronics in many of its aspects is not a career to be lightly resumed after an absence of several years. Nevertheless, approximately one-half the radiomen, radarmen and sonarmen now on active duty are Reservists.

To maintain proficiency, acquire new skills, and to remain familiar with new developments in this fast-moving field, most electronic technicians and operators find it wise to join the Naval Reserve Electronics Program either as a Volunteer or an Organized Reservist.

At the present time, approximately 1,000 amateur radio stations are



VACUUM TUBE BOYS at Bremerton, Wash., check a radio transmitter. Right: Navy 'ham' gets ready to send.

being operated by radio enthusiasts who have been issued individual Naval Reserve call signs and certificates as USNR stations.

This has been made possible by that phase of the Naval Reserve Electronics Program which enables any Reservist who is a licensed radio amateur to be authorized by district commandants to participate in Naval Reserve radio drills from his home station. It is possible to earn point credits for retirement through this program.

For many years the amateur radio network, working in cooperation with the Naval Reserve have made headlines for their work in maintaining emergency communications during floods and other disasters. At Harlingen, Tex., a lost plane has been talked down to safety by means of the organized electronics facility radar equipment. The center at Oshkosh, Wis., has been responsible for the rescue of lost vessels on Lake Michigan.

These individual radio stations are only a portion of the Naval Reserve Electronics Program. At present, the program is composed of Organized and Volunteer Reserve units located in a total of 671 Naval Reserve Training Centers, electronics facilities and electronics stations.

Most Reservists on inactive duty attached to surface and submarine divisions receive their instruction at one of the NRTCs, each of which is equipped with sufficient electronic equipment to provide adequate training. However, certain of these centers are designated as major CIC or ASW training points and have relatively extensive electronic installations. A basic CIC or ASW training installation is provided at other centers training the appropriate ratings. All NRTCs have radio and other communications equipment.

Volunteer electronics companies and platoons organized in the immediate vicinity of an NRTC are normally housed in the center and authorized to use its equipment. The training schedule for Volunteers consists of a maximum of 48 regular drills, periods of equivalent instruction or duty without pay annually, and 14 days' active duty for training with or without pay, depending upon budget limitations.

Organized electronics Reservists receive a maximum of 48 drills per year with pay for 24 drills, in addition to their required 14 days' active



'CROSSING RAID' shows up on the vertical plot at NRTC Treasure Island, San Francisco, Calif. CIC work like this is important function of certain units.

duty for training. Membership in the Organized Reserve electronics program is restricted to certain designators and ratings.

One of the problems faced by Reserve Electronics Program officials is the matter of team and individual training. Because electronics is more than a one-man job, the training of electronics personnel has developed into two types, individual training and team training. When facilities permit, such as at NRTCs, a large proportion of training is devoted to the team training of operational electronics. In other locations, where facilities for teamwork are inadequate, individual training is supplemented by two weeks' active duty for training assignments in team training.

The level of instruction required for the qualification of electronics technicians is one of the highest in the Navy. To make sure that applicants are capable of assimilating this highly technical data they are required to complete the Navy's Basic

Battery Test with a minimum combined score of 110 in the general classification test and arithmetical reasoning, and 55 in the mechanical or mechanical-electrical test. That's just about tops.

Enrollment in the Naval Reserve Electronics Program is not now as high as it was when the post-World War II program began rolling. Authorized in March 1946, the program reached its peak in 1950 when it consisted principally of petty officer veterans of World War II. More than 70 per cent of these Reservists returned to active duty when their services were needed as a result of the Korean war.

Meanwhile, their places are being filled in part with young recruits eager to learn the fascinating and intricate mysteries of the Navy's new science. The veterans are returning to inactive duty now. Combining their know-how and experience with the fresh enthusiasm of the younger recruits, they make a team of which the Navy is proud.



TV Show Gets Award

"March On," an armed forces television show in the Seattle-Puget sound area, has won first place in a Nation-wide survey conducted by Ohio State University.

Army, Navy, Marine Corps, Air Force and Coast Guard personnel join forces to create the weekly variety program which is made up entirely of military performers. The 13th Naval District Band alternates with the 560th Air Force Band as the program's mainstay. Originally started as an eight-week experimental program, "March On" has been a regular television feature since February 1951.

Top left: Navy singer is cued in for the song, "Rose Marie." CDR Eddy Peabody, usnr, banjo virtuoso, warms up with conductor John J. Porter, MUC, usn, (top right). Mixed chorus works its way through a "camera rehearsal" (center). Lower right: Chorus, now in uniform, singing in an actual performance. Lower left: CAPT C. H. Mansfield, ChC, usn, 13th Naval District chaplain, offers prayer.



Ten Crowned in All-Navy Boxing Finals

The 1952 All-Navy Boxing Championship tourney is now history, but this fifth post-war renewal of service pugilistic rivalry has recorded one of the greatest ringside extravaganzas in naval fistic annals.

In late April, 80 boxers, the cream of Navy, Marine Corps and Coast Guard activities throughout the world, converged on San Diego's Coliseum to compete in the All-Navy finals as guests of the host-playing Commandant of the Eleventh Naval District. Each contestant, a holder of several boxing honors, including AAU and Golden Gloves trophies, was a survivor of rigid local, naval district, and Navy-wide group division eliminations. Not only did each man have his fist clenched for an All-Navy title, but he was also aiming for a slot on the 1952 U. S. Olympic team. This year's All-Navy boxing festival was arranged as a special qualifying trial to screen Olympic team-member potentials.

The winners and, where possible,

Kennedy Award to Williams

Sam "The Assassin" Williams, SN, usn, of CruDesPac, the 1952 All-Navy light - middleweight champ, and twice before winner of All-Navy titles, has been awarded the Navy's top ring prize, the Captain Jack Kennedy Memorial



Sam Williams

Trophy. As a result of this year's San Diego bouts, Williams was voted "the most outstanding boxer in the All-Navy finals for courage, sportsmanship, aggressiveness and skill."

Coincidentally, Williams became the third successive Navy boxer of that name to receive the Kennedy award. In 1949, the first year of the trophy's presentation, Sam E. Williams (no relation) won the award, and the following year his brother Earl Williams was similarly honored. The Williams brothers, who were not in the 1952 glove contest, were All-Navy champs representing the Hawaiian district.

Sports Contributors Note

ALL HANDS regrets that all of the sports and recreation material submitted to the magazine does not appear in print. The reasons, mainly, are two: the limitation of space, and the factor of timeliness. As for the latter, contributors are reminded that a large part of ALL HANDS copy must be prepared several weeks in advance of publication. Therefore, it can be appreciated that many sports stories, if used, would appear entirely too far out of season to be of general and current interest.

a pair of warranted alternates of each weight division moved on to Annapolis where they are undergoing training and competitive qualification under the guidance of Hamilton "Spike" Webb, Naval Academy boxing coach. The All-Navy champs and designated alternates are participating in a series of further eliminations for eventual election to the field of American Olympic hopefuls who will battle it out for U. S. team honors at Kansas City, Mo., from 14 to 19 June.

In the five-day bouts at San Diego, the following leather-slingers were crowned All-Navy champions of their respective divisions:

- Flyweight (112 lbs.): Willard D. Ira, FA, USN, of Naval Operating Base, Guam, M. I., champion of the Hawaii-Far East Group (activities ashore and afloat in the Hawaiian and Far Eastern areas).

- Bantam weight (119 lbs.): Harold M. Mullins, Cpl, USMC, of Marine Corps Air Station, Cherry Point, N. C., finalist of the South Central Group (6th, 8th, 10th and 15th NDs).

- Featherweight (125 lbs.): Eugene Osborne, AN, USN, of Naval Air Station, Quonset Point, R. I., champion of the Northeastern Group (1st, 3rd and 4th NDs).

- Lightweight (132 lbs.): Richard L. Rall, Pfc, USMC, of Marine Corps Air Station, El Toro, Calif., top fighter of the Southwestern Group (11th ND).

- Light-Welterweight (139 lbs.): Charles T. Ayala, SA, USN, of Naval Training Center, Bainbridge, Md., qualification survivor of the Middle-Atlantic Group (5th and 9th NDs and Potomac and Severn River Naval Commands).

- Welterweight (147 lbs.): Rudolph Gwin, Pfc, USMC, of MCAS Cherry Point, elimination winner of the South Central Group.

- Light-Middleweight (156 lbs.): Sam Williams, SN, USN, of CruDesPac, winner

of the Pacific Fleet Group (Pacific Fleet units on the West Coast).

- Middleweight (165 lbs.): Edward Kennett, Pfc, USMC, MCAS Cherry Point, South Central Group representative.

- Light-Heavyweight (178 lbs.): Charles Butler, SA, USN, of NTC Bainbridge, Middle-Atlantic Group winner.

- Heavyweight (any weight): William Kirby Seals, Jr., SH3, USN, of AirPac, NAS San Diego, Pacific Fleet Group champion.

Here's how they won their match in the All-Navy finals, and the men they defeated:

Ira, of Portland, Ore., decision over John Eugenio, SN, usn, (PacFt Group), of Subic Bay, P. I., serving in *uss Saint Paul* (CA 73).

Mullins, of Brooklyn, N. Y., split decision over William Faulkner, TA, usn, (PacFt Group), from Omaha City, Neb., with CruDesPac, NTC San Diego.

Osborne, from Philadelphia, Pa., KO 1:29 of first round over Glenn Erwin, SN, usn, (Southwestern Group), from Fort Worth, Tex., serving at NTC San Diego.

Rall, of Seattle, Wash., decision over Robert O. Nichols, BM3, usn, (LantFt Group), from Pontiac, Mich., serving in *uss Hank* (DD 702).

Ayala, of New York City, decision over Morris H. Phillips, Cpl, usmc, (Southwestern Group), of San Diego and stationed there at Marine Corps Recruit Depot.

Gwin, of Cleveland, Ohio, decision over Felix Franklin, SDC, usn, (PacFt Group), of Baton Rouge, La., serving with AmPhibPac.

Williams, of Omaha, Neb., KO 1:28 in first round over Robert P. Bay-singer, Pfc, usmc, (PacFt Group), of Des Moines, Iowa, from MCRD San Diego. (This was Williams' third All-Navy title in a row; he was presented Jack Kennedy award as outstanding boxer of tournament—see boxed story.)

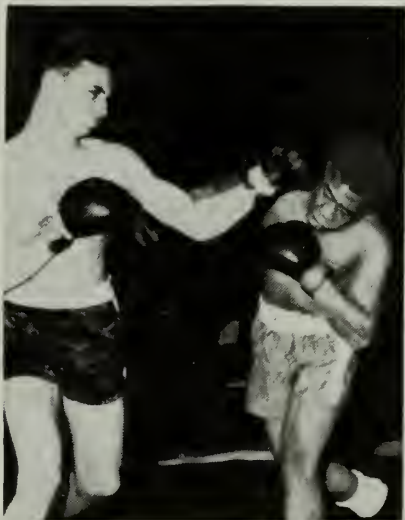
Kennett, of Washington, D. C., TKO first round over Nolan Davis, SN, usn, (PacFt Group), of Lincoln, Neb., serving with AmPhibPac.

Butler, of Metuchen, N. J., KO 44 seconds of second round over Don Lee, SH3, usn, (LantFt Group), of Leonia, N. J., serving in *uss Mississippi* (AG 128). (It was Butler's third straight knockout of the tourney.)

Seals, of Jackson, Tenn., decision over Allen Williams, Sgt, usmc, (Hawaii-Far East Group), of Nor-

walk, Conn., serving with Marine Detachment, Yokosuka, Japan. (Seals actually was defending his 1950 All-Navy boxing championship since no All-Navy tourney was conducted in 1951.)

The hard-luck bout of the tourney was the middleweight contest. Davis, despite a broken nose and a torn arm cartilage suffered earlier in the year, was heavily favored to take the division prize. He had lost but two fights in 40 starts. In the quarter-finals, he drew a bye when Warren Vander-schuit, Seventh Fleet (Hawaii-Far East) representative was forced to withdraw from competition because of a sprained ankle. Also in the quarter-finals, Larry McCartney of NTC Great Lakes (Middle-Atlantic) was counted out while on one knee awaiting the compulsory eight-count after being floored by Kennett in 2:45 of the first round. McCartney, unfortunately for him, had lost track of the count and the referee awarded Kennett a TKO. In the semi-finals, Davis decisioned NTC San Diego's Cecil Seals, younger brother of Kirby Seals, the two-time heavyweight champ. When Davis and Kennett squared off in the finals, Davis received a bad cut over the eye from an accidental butt while in a clinch after only 26 seconds of the first round. Davis, with a fast and furious start, appeared to have the fight in the bag, but following a doctor's examination the referee stopped the bout, giving a TKO to Kennett. Davis, however, accompanied the squad to Annapolis for further par-



WHANG! Boxer from USS *Leyte* (CV 32) (left) bounces one off the ear of opponent from USS *Saipan* (CVL 48).



BEFORE THE FEAST—Major Donald E. Kramer, USMC, holds king crabs he caught near Marine airbase in Korea.

ticipation in the Olympic qualification events.

The South Central aggregation with three Marine winners (Mullins, Gwin, Kennett) led the parade for group honors. The Middle-Atlantic and Pacific Fleet Groups shared runners-up honors with two winners each. Three groups—Hawaii-Far East, Southwestern and Northeastern—tied for third place with one winner each.

The Coast Guard, for the first time in the history of post-war All-Navy boxing, had an entry in the big show. He was Tony Miral, Honolulu fly-weight champ of the Northwest Group, who survived the quarter-finals but lost a decision to Eugenio in the semi-finals.

Of the various coaches and trainers who brought their teams to the San Diego finals, the following were selected to go to Annapolis with the All-Navy squad: MSgt Frank Veith, USMC, MCAS Cherry Point; MSgt Freddie Lenn, USMC, MCAS El Toro; Hugh Davidson, SD1, USN, PhilPac; and Bill Brennan, BMC, USN, of USS *Mississippi*.

The tournament was conducted under modified American Athletic Union rules to conform to Olympic style and regulations.

Two judges and a referee were on hand for each bout to vote on decisions of all-limit contests.

Music for the occasion was furnished by bands from the MCRD, AirPac, ComDesPac, NTC, and Com-PhilPac.

Pine Island Dance Band is Hit

Service morale on Okinawa was given a boost with the arrival of the Pine Island Pirates dance band from USS *Pine Island* (AV 12), assigned to duty in the Okinawa area.

In demand at all social events, the seaplane tender group is composed of Robert J. Coakes, YN3, organizer, leader, and alto sax player; Richard L. Barker, SN, piano; Robert C. Little, DNSN, bass; Gregory M. Gelenian, DK3, drums; Robert A. Austin, SN, trumpet; Robert A. Miller, AN, tenor sax; Louis Valdez, AA, alto sax and clarinet; and Jack Hillyer, AD1, trombone.

The bandmen have been making broadcasts over Radio AFRS—Okinawa in addition to their local dance appearances.

Navy Fencer is NCAA Winner

Frank Zimolzak, Naval Academy junior classman, won the sabre gold medal during the eighth annual NCAA fencing championships at New Haven, Conn.

In team standing, Navy tied with Pennsylvania (66 points each) for second place behind Columbia's defending champions who accumulated 71 points. Michigan was third with 62.

Fencers from 35 colleges and universities competed in some 1,700 epee, foils and sabre matches in the two-day meet.



MASS NOSTALGIA resulted from singer Peggy Dietrick's appearance on board USS *Valley Forge* (CV 45).

Four Navy Matmen Named to Berths on Olympic Team

Three naval officers and an enlisted man have been named to berths on the 16-man 1952 U. S. Olympic Wrestling squad. This selection marks the first time a Navy enlisted wrestler has been chosen for an American Olympic team since the U. S. first entered the ancient Olympic sports festival in 1896. The team will compete this July in the XV Olympiad at Helsinki, Finland.

The Navy matmen to win this national athletic honor as a result of the American Olympic Final Wrestling Tryouts at Ames, Iowa, are LT Josiah Henson, USN; LT Charles Shuford Swift, USN; LTJG John A. Fletcher, USN; and Dan A. Hodge, SA, USN. A fifth member of the team, and the only other armed forces representative to clinch a 1952 Olympic wrestling niche, is Jack Blubaugh, PFC, U.S. Army.

Lieutenant Henson, an instructor in aviation at the Naval Academy, won seven straight matches in the Olympic 136.5-pound finals at Ames. He was the Eastern Intercollegiate 145-pound champion in 1943 and 1944, and won the 136.5 division of this year's National AAU finals at Ithaca, N. Y., where he was voted the outstanding wrestler of the tourney. Lieutenant Henson, a native of Bristow, Okla., currently

Hawaiian Handball Champs

FASron 117, with a season's record of 17 victories against three defeats, won the Fleet Air Hawaii handball championship for 1952.

VP-28 finished second in the league standings with 14 wins and six losses, VR-21 was third with 13 wins and seven losses.

is one of the most talked of wrestlers in the U. S. Many coaches and judges have expressed the opinion that "he probably knows more about Olympic style wrestling than any other matman in the country."

Lieutenant Swift, formerly of ComDesRon 12 and presently stationed at the Naval Academy, was selected as an Olympic team alternate in the 174-pound class. Holder of three annual NAAU titles, Lieutenant Swift, of Leandro, Calif., was defeated in the Ames finals only by teammate Dan Hodge.

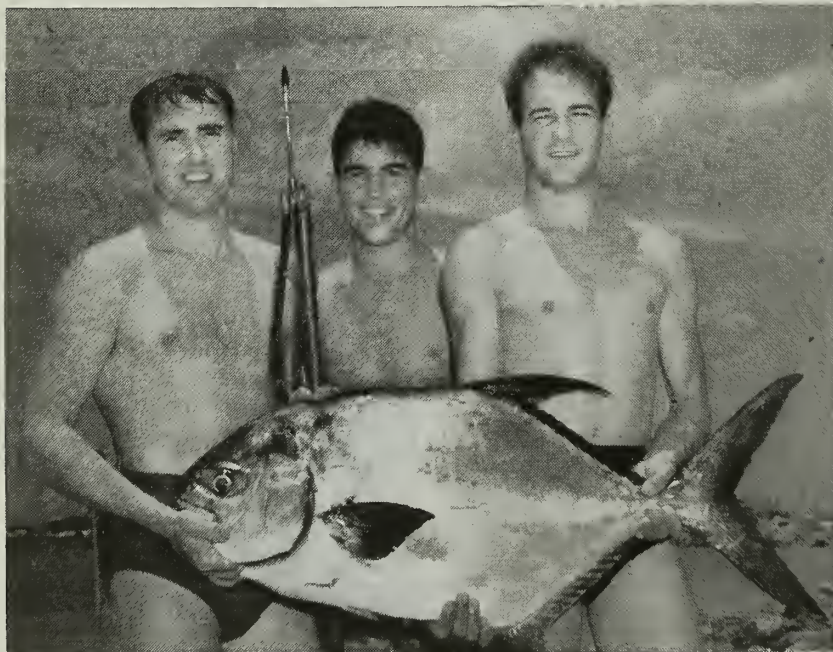
Lieutenant (junior grade) Fletcher, a flight trainee at NAS Pensacola, Fla., went through the Ames finals undefeated in the 147.5 class. He hails from Warren, R. I., was an Eastern Intercollegiate champ in 1947 and 1948, and was an alternate

member of the 1948 U. S. Olympic wrestling team.

Hodge, of Perry, Okla., a seaman apprentice at Great Lakes Naval Training Center, and the first Navy enlisted man to make a U. S. Olympic wrestling team, learned his mat tactics in high school from which he graduated in June 1951. He joined the Navy last August. He annexed a runner-up position at the 1952 NAAU finals and qualified for the Olympic finals at the regional tryouts held at Minnesota State Teachers College in Mankato, Minn. At the Ames finals he clinched the U. S. 174-pound berth.

Private Blubaugh, a paratrooper from Ponca City, Okla., under training at Fort Bragg, N. C., and present NAAU champ in his division, was selected at the Ames tryouts as an alternate in the 125.5 class.

With the exception of Hodge, all of the above finalists were members of the Armed Forces Squad which was trained by Raymond H. Swartz, Naval Academy wrestling tutor and which won the team title at the 1952 NAAU matches. Hodge, somewhat of a dark horse and surprise late starter, was not at the time of the Ames finals a member of Coach Swartz' squad, but has since been taken into the fold to undergo training and conditioning in preparation for the Helsinki events.



BLUEJACKET TRIO shows its near-world-record Great Pompano catch. They speared 38¼-pounder off Army-Navy beach at San Juan, P. R., on second try.

'Hams' Have Own Radio Club

Radiomen and communication technicians on duty at the Naval Station Adak, Alaska, are standing "busman's holiday" watches during their off-duty hours. The Adak Radio Club, organized early in 1949, now has more than a score of active members who are able to continue their civilian amateur hobby of "ham" operating and experimenting.

The idea of the club was first approved by Captain T. O. Dahl, USN, then Commander, NOB Adak, in the interest of morale.

The club's 23 members maintain two stations, one on each side of the island. Both stations operate on amateur bands and relay a large number of personal traffic from state-side "ham" stations to naval personnel. In addition, each station is active on the Far East Urgent Traffic Net.

Plan MAISAC Golf Tourney

Golfers of all military activities in the Washington-to-Norfolk area are getting ready for the first Middle Atlantic Inter-Service Athletic Conference golf tournament. The tourney is scheduled for 6, 7 and 8 August.

The final matches (72-hole low medal) will be played on NAS Patuxent's Cedar Point golf links, considered one of the finest military courses in the nation.

Invitations have been issued to 33 installations of the MAISAC area. Each activity may be represented by four men who can enter either as individuals or a team. The exact method of conducting the individual or team event will not be decided until all entries are in.

9th ND Handball Results

The handball singles championship of the 9th Naval District was won by LCDR Arlo D. Roberts, USNR, representing the Topeka, Kans., Naval Reserve Training Center. He took consecutive games of 21-16 and 21-13 from defending title holder LCDR K. R. Warfield, USN, of Headquarters 9th ND.

Ernest A. Joy, YNC, USNR, of USNRTC Terre Haute, Ind., won the consolation finals trophy, and went on to team up with Leonard J. Rostek, BT1, USNR, also of the Terre Haute unit, to gain the doubles championship. They defeated Lieutenant Commander Warfield and LTJG Stuart N. Templeton, USN, of NAS Glenview, Ill., 21-4, 21-9.

Carrier Fields Soccer Team

An aircraft carrier soccer team is bettering international relations and understanding through the medium of sports.

The team, believed to be the first soccer outfit to represent a U. S. Navy ship in foreign ports, was organized in *uss Tarawa* (CV 40) while the ship was on a Mediterranean tour of duty with the Sixth Fleet. The 13-member squad was formed around a nucleus of veteran soccer players from the New York and Philadelphia areas.

The *Tarawa* team has met Spanish, Sicilian, Italian, Greek, Turkish, French and British opponents and has come out about even in the won and lost figures.

SIDELINE STRATEGY

Robert S. Stringer, AKC, USN, an instructor at Naval Air Technical Training Center, NAS Jacksonville, who spends nearly all of his off-duty hours on the target range, is fast becoming one of the nation's top pistol marksmen. His accumulation of miscellaneous awards would just about fit comfortably into a flying boxcar. Among recent additions to his vast collection were those garnered at the National Mid-Winter and Miami-Flamingo Open pistol matches at Tampa and Coral Gables from which Chief Stringer returned with a small trunk full of trophies including a plaque, a ship's clock, an electric iron, a .22 Colt Ace pistol, two electric broilers, two cameras, and 16 medals.

★ ★ ★

uss Oriskany (CV 34) which came back from Sixth Fleet duty with the Mediterranean championships in basketball, baseball and golf, and runners-up honors in softball, has another and unique item to add to their bulging trophy case. The Oriskany Historical Society of Oriskany, N. Y., has presented the carrier with the glove worn by pitcher John Vander Meer of the Cincinnati Reds in 1938 when he made major league history by hurling two consecutive no-hit no-run games. In that season, Johnnie shut out Boston, 3-0, on 11 June, and four days later blanked Brooklyn 6-0.

Taking one last shot at the past season's basketball belittlings, we hereby toss a bouquet to a champion underdog, the Naval Hospital Five at Quantico, Va. Without reviewing their entire discouraging season, mention of just a pair of contests will suffice to illustrate their obstinate determination to "stay in there" let come what may. In a Marine Corps Schools intra-mural league game the hospitalmen were routed by the Headquarters Quintet, 132-28, to set a league scoring record. Undaunted by this swamping, the same hospital team a few days later went onto the boards against the Schools Troops Intra-Mural outfit and were scuttled 134-20, as the high-score mark went overboard for the second time within a week. That figures a total of 266 points against 48 in two games—and that's tough to take in any league.

★ ★ ★

If the Quantico Marines don't come through their baseball season with flying colors, it won't be because they lack the "kindred" spirit. The Leathernecks' player-coach is Major Lawrence E. Kindred.

★ ★ ★

Following an angling expedition in Chopawamsic Channel, a pair of Marine Corps Schools fishermen returned to their Quantico base with a beautiful string of white perch. They claim that for bait they used dill pickles.





HUGGING their trench, Marines try to escape concussion and flying shrapnel of Communist mortar shells.

Second Anniversary of the Korean War

WHEN THE HISTORY of the Korean fighting is written, a number of acts of individual heroism will brighten its pages. For the conflict in the Far East, now moving into its third year, has produced its share of courageous men who have come through when the chips were down.

What is a hero anyway? What makes him any different from anyone else?

Putting it simply, a hero is an ordinary individual who is set down in an extra-ordinary situation, a man whose thoughts are for his shipmates and buddies as well as for himself, a fighter who doesn't know the meaning of the word "Quit."

Plenty of stories of heroism in Korea are currently circulating about the Fleet. Here are a few of them. Some of the names mentioned here have made the headlines, but many of them haven't.

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One of these stories is the tale of a quick-thinking aviation ordn-

anceman on board the carrier *Boxer* (CV 21) who singlehandedly averted a possible disaster on the ship's flight deck by sticking his finger in a live bomb to keep it from exploding.

It happened this way. A *Panther* jet was returning from a mission over North Korea with a 250-lb. bomb the pilot couldn't release.

When the plane landed, the bomb jarred loose and went bouncing and sliding up the deck. It jammed against a parked plane forward.

The armed propeller on the bomb's nose spun ominously. Two courageous flight deck crewmen, disregarding the danger of the unexploded bomb, dragged it to one side. Then Ralph O'Dell, AO, USN, went to work to disarm it.

He jabbed his finger into the space between the striking pin and the fuse body to prevent an accidental discharge. He held his finger there until the missile could be carried to one side.

Then he slipped a piece of wood

into the mechanism and calmly removed the fuse.

★ ★ ★

Another stirring saga of disaster averted is that of five men in a whaleboat who battled giant seas to rescue seven men stranded on the floating hulk of a wrecked American freighter.

The whaleboat crew was from the Navy tug *Arikara* (ATF 98) which had come speeding to the aid of the stricken freighter ss *William Eaton* after that ship had broken in half and gone aground off Honshu, Japan.

All of the crew except the ship's skipper and her engineer had abandoned the beached ship when *Arikara* arrived. The storm that had driven her aground had only partly subsided.

The first rescue boat sent out from the tug swamped in the stormy sea and its five crewmen had to scramble aboard the freighter to join the other two.

Refusing to let the elements get

the better of them, however, a volunteer crew took off from *Arikara* in a second whaleboat—towing a lifeboat behind it just in case. Just as the boat reached the stricken vessel, a giant wave lifted the tiny craft completely over the beached ship and deposited it, still intact, on the other side.

Nothing daunted, Jeffie Pruett BMGC turned his boat around, made his way back through the wallowing seas and successfully brought off the rescue.

★ ★ ★

Not only the Navy's seamen, but Navy airmen as well have provided their share of tales of hairbreadth escapes from near-calamity.

One of the most inspiring stories to come out of Korea in recent months concerns a flying ensign who wouldn't give up. Even though temporarily blinded by blood coursing from a face wound, he refused to ditch his AD *Skyraider* but flew it to an emergency landing field where he skidded it to a safe stop.

The wounded pilot was Ensign Kenneth Schechter, 22, who was flying a mission over enemy territory when Communist ground fire tore off the canopy of his plane and severely wounded him in the face.

"I'm blind," he called out over his radio. "Someone tell me where I am."

Lieutenant (junior grade) John Howard Thayer, a pilot on the same flight, heard the distress call and banked toward Schechter's plane.

"If you're the one who called, wiggle your wings," Thayer said into his mike.

Schechter wiggled his wings.

Thayer radioed instructions to Schechter to jettison his bomb load.

Then he turned him toward South



REMINDER — Medics say about 19 percent of all casualties are men not wearing helmets in forward areas.

Korea, correcting each wing dip and anticipating each aerial hazard.

"You're doing fine, Ken. Nose up a bit — that's good. Now drop your right wing — okay boy, we'll be there shortly. Hang on."

Once over South Korea, Thayer asked Schechter to bail out.

"Negative," the blind pilot replied. "Take me to King Fifty (an airfield in South Korea)."

Then came the agonizing moments over the field when Thayer began instructing Schechter how to set his plane down.

"Flaps down," he radioed. "Nose her down some more — keep that left wing up. Up! Hold her steady, fella. Throttle back more. Easy, boy, cc-easy — that's it. You're on the ground!"

Schechter landed on the belly of his plane because he couldn't find his landing gear control. It didn't

matter. The *Panther* slid down the runway in a cloud of dirt and dust, finally coming to rest at the far end of the field.

Schechter was lifted from the craft, otherwise uninjured except for multiple lacerations about the face and body.

★ ★ ★

Another story of heroism high in the sky is the yarn of a gritty plane captain named Robert Ostrofe, ADE1, usx, who took over the controls of a big P4Y patrol bomber and brought the plane in for a landing although he had never touched a plane's controls before.

Ostrofe was forced to take over when his plane commander, the plane's co-pilot and the navigator all were seized with severe stomach cramps due to food poisoning.

The plane was drawing near its destination, Japan, from a routine flight from Korea at the time. The navigator had been the first to fall ill. Then the co-pilot followed suit.

The weather had been murky all day and the plane was flying on instruments. Now Plane Commander Lieutenant James Corthay had to do everything himself — fly the plane manually and keep in radio contact with the field, Naval Air Station, Atsugi. Then he too became sick.

Lieutenant Corthay called to Ostrofe, "Get up here in a hurry." Ostrofe hurried to the plane's cockpit.

Ostrofe assumed a kneeling position between the disabled plane commander and his co-pilot. From that position he was able to maintain straight and level flight. After what seemed like hours, Corthay and also the co-pilot recovered sufficiently from fits of nausea to land the plane.

★ ★ ★

Although not as dramatic as the feats



PLUCKY minesweepers successfully dodge the 'best efforts' of enemy shore artillery in North Korean harbor.



HUNGRY HORDE of celebrants takes time out from dancing to crowd around the well-stocked buffet table during the club's grand opening.

Treasure Island Re-Opens Its White Hat Club

Navymen, their wives and dates, jammed the enlisted men's club at the Naval Receiving Station on Treasure Island, San Francisco, Calif., to re-open the club after its renovation.

The guests milled around Woody Herman and his popular band and eagerly sought out the buffet table where they discovered such tempting dishes as turkey, ham, cheese and potato salad.

An international note was added by the presence of several members of the crew of a Chilean Navy vessel, *Presidente Pinto*, on a training cruise.

The renovation of the club resulted in the installation of a new hardwood floor, a new powder room and check room, improvements to the snack bar and the inclusion of a public address system. —Howard M. Smith, JOC, USN.



SONGBIRD Dolly Houston croons a number with the band. Right: A view of part of the floor. Color scheme is coral and green with draperies to match.

of Ensign Schechter and Aviation Machinist Mate Ostrofe, the following story illustrates a type of everyday heroism that is now almost commonplace — a helicopter rescue.

This particular rescue was pulled off near the Korean coast when a jet pilot, Lieutenant Aaron Modansky, USNR, was saved from the shattered wreckage of his sinking F9F *Panther* which had splashed into the icy sea after a bad take-off from USS *Antietam* (CV 36).

"As soon as my plane was catapulted into the air, I knew I was in trouble," Modansky said later. "I knew I was going to crash and all I had time to do was tighten my life jackets' shoulder straps."

Then he and the plane together hit the water.

Although badly jarred, the pilot remained conscious and kicked himself free of the cockpit which was now underwater. Seeing Modansky pop to the surface, *Antietam's* vigilant plane guard helicopter, manned by Lieutenant James Wilson, USNR, and Lester Harwood, AL3, USN, hovered over the crash spot.

Modansky looked up and saw the helicopter's sling dangling near him. He grabbed it but had trouble getting it around himself because of the dead weight of his watersoaked clothing.

"He was so heavy that our wheels actually touched the water when we tried to pull him up," the whirlybird's skipper said later.

However, Wilson lifted the 'copper out of the reach of the whitecaps while Crewman Harwood cranked the sling with Modansky in it up to cockpit level. Then Harwood leaned out into space to hold the pilot's arms down to keep him from falling from the slippery sling.

In that fashion, they landed back on *Antietam's* deck.

Small Sub for Training

Now abuilding at a New England shipyard is the first in modern naval history to be designed primarily for training purposes. The completed vessel, designated SST-1, will be a 250-ton training and target submarine.

SST-1 will be used both for crew training purposes and as a target submarine. Currently much larger submarines — including 1,500-ton fleet types — serve as target subs for both surface vessels and aircraft.



Capsule for Jet Pilots

AT THE SUPERSONIC and transonic speeds of modern aircraft, the slip-stream impact on a pilot's body—should he be required to jump from his plane—is like a sledgehammer blow. To save the life of a jet airman when his plane gets into trouble the Navy has developed a new ejectable seat “capsule” for high speed planes.

The capsule differs from ejection seats of today's aircraft (which have been used at speeds up to 600 mph) in that it is completely enclosed, carries its own oxygen supply, and can be “ridden” all the way back to earth or sea.

Research by Airborne Equipment Division of BuAer has initiated development of a model ejectable seat capsule. For planes with pilot forward and crewmen elsewhere in the fuselage, individual capsules, or “eggs” could be installed to save them in escape emergencies. Enclosed in their fiberglass shells, the crew members would be tossed out of the plane in the same way as today's type ejection seat.

Here is how the capsule would work. The airman sits partially inside the “egg shell” (see above). When he wants to escape, he places his feet on foot rests and pulls a pre-ejection handle between his legs on the front of the seatpan. The seat retracts into the shell while two clamshell-like doors completely encase him in the fiberglass “egg” and the escape hatch on the plane jettisons automatically so the capsule can be shot out.

Once the “egg” is shot out, a small stabilizing fin at the top rear will give it directional stability. Wind tunnel tests show that capsules using this fin are stable from subsonic to supersonic speeds. A 38-foot parachute, with a delayed opening, controls the remainder of the descent. In case of a low-altitude bailout, a time delay mechanism will permit the 'chute to operate as soon as deceleration has slowed the capsule to a safe speed. The pilot can either bail out of his capsule and use his regulation back parachute when he reaches a safe altitude, or he can ride it all the way down to land or water. The capsule is built to absorb the landing shock. At high altitudes the man can breathe oxygen from the emergency bottle in his seat pack.

The capsule contains all presently-used survival gear such as life raft, rations and first aid kit, and can be used as a life raft itself by leaving the clamshell doors tightly closed.

The capsule has other protection features.

- Should the plane be hit by AA at high altitude and lose cabin pressure, crew members could use their individual capsules as emergency pressurized shells.
- Since the honeycomb fiberglass construction does not burn, the pilot might keep himself alive in event of a crash fire, until firefighters could reach him.
- The tough fiberglass normally encloses the pilot on three sides and offers protection from shell fragments.



UP SHOTS the pilot in his capsule which is kept upright by special fins.



TOUCHING DOWN, parachute is automatically released as device hits.



GETTING OUT, the pilot unclashes clamshell door and walks away.

LETTERS TO THE EDITOR

Previous Sea Duty Counts

SIR: During World War II, I held temporary appointments as warrant and commissioned warrant officer. I served aboard ship from 11 Nov 1944 to 9 March 1946, at which time I reverted to CPO. In 1950 I was re-appointed warrant officer, temporary, to date from 1 Aug 1950. I have held this rank ever since, while serving aboard ship.

Is sea duty—accumulated on my previous appointment—considered when figuring total sea duty toward eligibility for shore duty? If not, when could I expect to become eligible for shore duty?—K.E.H., CARP, USN.

• Normally, when an enlisted man is selected and appointed to warrant status, his previous sea duty and shore duty is counted as if he had been a warrant all the time, and he is fitted into the current sea-shore rotation plan of the particular category of warrant grade into which he has been promoted.

On several occasions, it has been necessary to order officers to further sea duty, to meet the needs of the service. This was particularly true in the early months of 1951, when large numbers of ships were being recommissioned and there was still an acute shortage of warrant officers.

At the present time, the normal tour of sea duty—which is slowly increasing—for WOs in the carpenter category is about two and one-half years.

You may submit an official letter to the Chief of Naval Personnel (Attn: Pers-B111g), requesting that your status in regard to shore duty be confirmed. This will usually suffice in the event a mistake has been made or an adjustment to the tour date is indicated.—ED.

Dependent's Hospitalization

SIR: Is there a law granting dependents hospitalization and limiting the amount and conditions under which the Navy is liable for their care, or is such care merely a Navy Department policy, subject to changing local conditions? Where can I obtain official detailed information on hospitalization of Navy dependents?—H.C.F., GMC, USN.

• Public Law 51, 78th Congress, authorizes the Navy to provide dependent care on a facility and personnel availability basis. Other information pertaining to dependents may be found in the Manual of the Medical Department, Chapter 21, and in BuMed Circ. Ltrs. 124-50, 104-51 and 141-51.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Regulations on Half Masting Colors

SIR: What are the regulations governing the half-masting of the national ensign while underway?—V.J.M., QMC, USN.

• The subject of half-masting colors is covered in the tables accompanying Articles 2191 and 2192, Navy Regulations.

Ships underway fly the ensign at the half-mast position upon the death of certain high-ranking civil officials, as follows:

Upon the death of the President, Ex-President or President-elect, "all ships and stations of the Naval Establishment" will display the national ensign at half-mast for 30 days commencing at 0800 on day after receipt of official notice of death.

Upon the death of the Vice President, Secretary of Defense, Deputy Secretary of Defense, Secretary of the Navy, an Assistant Secretary of Defense, Under Secretary of the Navy or an Assistant Secretary of the Navy, "all ships and stations of the Naval Establishment" will display the national ensign at half-mast for 14 days commencing at 0800 on day after receipt of official notice of death.

"Ships and stations in the vicinity, when directed by senior officer present or other component authority to join in funeral honors" half-mast the ensign from 0800 to sunset on day of funeral in the case of civil officials not listed above but entitled to gun salutes on official visits.

Upon the death of a person in the naval service, the ensign is flown at half mast by "All ships, not underway, and by naval stations in vicinity." Ships underway continue to fly the ensign at the two-block position.

Article 2169 (1), U.S. Navy Regs, 1948, covers cases not specifically included elsewhere in Navy Regs.

Incidentally, ships passing Washington's tomb at Mount Vernon, Va., half-mast the ensign at the beginning of the tolling of the ship's bell, according to Article 2185, Navy Regs. See ALL HANDS, February 1952, page 23.—ED.

No Proceed Time on First Orders

SIR: When I was ordered to active duty my papers said, "commence travel on or about the fifth of March", and "proceed and report" to my duty station. In my understanding, the "proceed and report" section of the orders entitled me to four days in which to prepare to move to my new duty station.

I took these four days in the belief that I would be entitled to full pay and allowances for those four days. When I reported in at the duty station the disbursing officer informed me otherwise. What is the interpretation on this subject?—S.V.T., LTJG, USNR.

• "Proceed" as related to proceed time is explained in Article C-5315(g) BuPers Manual. It should be noted that proceed time is applicable to change of station orders only, and not to orders to first duty station.

The last sentence of the above reference states: "Retired and reserve officers are not entitled to proceed time when ordered to active duty or when proceeding to their homes upon release from active duty." The DO's opinion, then, is correct.—ED.

Ships Named for Coast Guardsmen

SIR: Is USS Douglas A. Munro (DE 422), which recently figured in the unusual rescue of a man lost from the yacht L'Apache, the first or only U.S. Navy ship named for a U.S. Coast Guardsman?—L.M.L., LT., USCG.

• Four ships of the Navy have been named for personnel of the U.S. Coast Guard. In addition to the destroyer escort Munro, there are the following: USS Rednour (APA 102), USS Newcomb (DD 586), and USS Satterlee (DD 626).—ED.

Proper Form for Travel Claim

SIR: In the February 1952 issue of ALL HANDS' Letters to the Editor, page 26, the answer to the letter entitled Claim for Dependents' Travel, appears to be in error. At this activity we use Form 912 as the original, and Form 913 as the copy, for Dependents' Travel. — F.A.T., DK2, USN.

• The form referred to in our reply is normally used for reimbursement of personal travel expenses. Our reply should have stated that claim for dependents' travel expense must be submitted on Nav. S. and A. Form 912 and 913.—ED.

Terminating WO Appointment

SIR: I am now serving as a temporary USN officer (warrant) under reappointment dating back to 1950. My former unrestricted temporary rank was chief warrant. Would it be possible for me to revert back to enlisted status, be transferred to Fleet Reserve, and then request consideration for appointment to highest rank held, as provided by BuPers Circ. Ltr. 189-51 (NDB, July-December 1951), entitled "Appointment of Fleet Reserve Enlisted Personnel to Previously Held Grades." I am at present suffering a decrease in the pay which I previously earned as a result of accepting my present appointment.—M.H.D., RELE, USN.

• In order for you, as a temporary officer, to be transferred to Fleet Reserve, it would be necessary to terminate your temporary appointment and revert you to your permanent enlisted status. However, temporary officer appointments are not being terminated during the present emergency. Requests for such termination submitted by temporary officers are being disapproved at this time.—ED.

Duty for Stationkeepers

SIR: I have some questions concerning Reservists serving on active duty in the Active Naval Reserve program at a Naval Reserve Training Center.

Under present regulations, could such personnel be transferred to a specific assignment in the Regular Naval Establishment—Cruisers, Pacific, or duty at a foreign mission, for instance? Could he request assignment to a duty in a foreign mission? What ratings are used in foreign mission duty?—H.M.C., YN1, USNR.

• Enlisted Naval Reservists on active duty in connection with the administration of the Naval Reserve program are under the cognizance of the commanders of the various naval districts. They may not be transferred, except to authorized billets under the cognizance of the district commandant.

An enlisted Naval Reservist on active duty with the Active Naval Reserve program may volunteer for duty for general assignment. After he has reported to a permanent duty station he may submit a request for foreign duty. He would be retained on board his duty station until BuPers ordered him to a foreign mission or until he completed a tour on board his duty station and was ordered out either by BuPers or a fleet commander.

Ratings used for foreign missions are yeoman, storekeeper and engineering ratings. The majority of engineering ratings must have instructor experience.—ED.

Transportation of Dependents

SIR: I am a Filipino steward'sman, on active duty since 9 April 1946. I reenlisted for six years in 1950. I would like to bring my wife and two children, who are now in the Philippines, to the United States. Would you please furnish information on the necessary steps to accomplish this—either at government expense or at my own expense?—A.D.L.C., TN, USN.

• Naval personnel desiring to obtain transportation for their dependents from an overseas duty station to the U.S. must submit an application or request to the appropriate overseas theater command. For the Philippine Islands, this would be Commander, U.S. Naval Forces, Philippine Islands.

Non-rated personnel are not entitled to transportation for dependents at government expense. However, they may be authorized transportation for their dependents via government vessel on a space available basis. The only charge for this transportation is for the cost of subsistence and a nominal "surcharge" for services.—ED.

Wearing of Shoulder Insignia

SIR: I noticed in the February 1952, ALL HANDS on page 34 that warrant and commissioned warrant officers will return to the old-time style of wearing the gold and blue bar on the shirt collar.

When will this become officially effective? How is this going to effect the wearing of the corps insignia on the blue topcoat after 1 July 1952?—J.E.S., CHMACH, USN.

• Wearing of grade insignia by CWOs and WOs on the collar will be effective 1 July 1952. It is officially promulgated by U.S. Navy Uniform Regulations, Revised Edition 1951.

Metal grade shoulder insignia (Marine Corps size) will be worn on the blue raincoat, effective on the same date. This will be the same design as the collar insignia. It will be a larger size, however. See ALL HANDS, April 1952, p. 43 for more information on these devices.—ED.

Wrong Dope, Mac

SIR: At my Fleet Marine Force station there is talk about a forthcoming device, patch or mark to distinguish FMF corpsmen from other Navy corpsmen. Do you have any information on this subject?—W. D. P., HM, USN.

• There has been no special distinguishing insignia approved for wear by Navy hospital corpsmen attached to and serving with Marine Corps units. Further, adoption of such insignia is not considered desirable. ED.

Tax on Reenlistment Bonus

SIR: Last year, in Pusan, Korea, I shipped over for six years in the Navy. Is the reenlistment bonus I received subject to Federal income tax?—R.S., MMFN, USN.

• Reenlistment bonus received for shipping over in a combat area is not subject to Federal income tax. Ordinarily, however, reenlistment bonus is subject to Federal income tax.

To get on firm footing, let's refer to section 22(b) (113) of the Internal Revenue Code. This says that all compensation for active service as a member of the armed forces below the rank of commissioned officer for any month any part of which such member serves in a combat is excluded from gross income.

In regard to reenlistment bonus, the Commissioner of Internal Revenue has held that where the reenlistment occurs during the month any part of which a member is in the combat zone, the reenlistment bonus is excluded from gross income for Federal income tax purposes since it is considered compensation for active service at that time.

No doubt you have access to the Federal Income Tax Information pamphlet (dated 18 Dec 1951) published by the Bureau of Supplies and Accounts. Section 22(a) of this pamphlet gives additional information on your query.—ED.

Requests for 3 Types of Shore Duty

SIR: Would it be possible to submit the same form NavPers 2416 (Request for Shore Duty) twice, that is, to request both shore duty in continental United States, and also duty with missions or naval attaches. Also, is it possible to submit concurrently form NavPers 1247 (Instructor Duty Request Card), so as to be available for one of the three types of duty as the needs of the service determine?—R.C.B., YN1, USN.

• Yes, you may submit requests for instructor duty, shore duty and mission and naval attache duty simultaneously and have your name placed on all three lists. Eligibility requirements and the rules governing shore duty for enlisted personnel, including missions and attache assignments, are outlined in BuPers Circ. Ltr. 36-50 (NDB, January-June 1950). Provisions for requests for duty as enlisted instructor are contained in BuPers Circ. Ltr. 11-52 (NDB, 31 Jan 1952).

The minimum requirements for mission, attache and military aid group duty are: clear naval and civilian records, proficiency in rate, and GCT of 50 or higher. Sea duty is not a requirement.—ED.

Brassard Worn on Right Arm

SIR: U.S. Navy Uniform Regulations, 1947, Art. 9-22, states that the shore patrol brassard shall be worn on the right arm, half-way between elbow and shoulder. Does this apply to officer as well as enlisted personnel? Would an SDO or OOD brassard be worn on the left or right arm of an officer?—C.R.M., CUN, USN.

• The revised edition 1951, U.S. Navy Uniform Regulations, Art. 0113(a) states: Officers on shore patrol or beach guard shall wear the uniform of the day with gloves (if gloves are required as a part of the prescribed uniform), and "SP" brassard. (d) Officers and enlisted personnel shall wear the brassard on the right arm of the outer garment, half-way between the shoulder and elbow.

Uniform regulations do not provide for wearing SDO and OOD brassards.

Distribution of the revised 1951 edition, U.S. Navy Uniform Regulations began in May.—Ed.

Authority of CDO

SIR: According to *Navy Regulations*, every person on board ship who is subject to the orders of the commanding officer (except the executive officer) is subordinate to the officer of the deck.

Where does the duty commander come in? How does he receive his authority and what is it in relationship to that of the officer of the deck?—W.H.H., SD1, USN.

• The duty commander—more properly, command duty officer (and on smaller ships the officer with the day's duty)—takes his authority from *Navy Regulations* (Articles 1008 and 1009).

The first article states: "Every person on board who is subject to the orders of the commanding officer, except the executive officer, and those other officers specified in Article 1009, shall be subordinate to the officer of the deck."

The duty commander is one of "those other officers" mentioned above.

Article 1009 (2) states that when the commanding officer considers that circumstances warrant he may delegate to another officer, for a specific watch, authority similar to that prescribed for the executive officer in relation to the officer of the deck.

(The "authority similar to that prescribed" is that given the executive officer to direct the officer of the deck in matters concerning the general duties and safety of the ship.)

This officer—the article continues—shall, while on watch, bear the same relation to the officer of the deck, both in authority and responsibility, as that prescribed for the executive officer, but shall be subordinate to the executive officer.—Ed.



OLD GLORY, if soiled, should be dry cleaned or, if too tattered, burned.

Cleaning Soiled Flag

SIR: The question has been raised whether the national ensign should be washed or cleaned when soiled, or repaired when torn. If there are two flags in frayed condition, may they be made into one flag? I have been asked, as a station keeper, to handle the flag in this manner and I believe it is improper.—F.R.R., BM1, USN.

• There are no hard and fast rules concerning the washing of the ensign when soiled. However, a pamphlet based on Public Law 829 (77th Congress), and distributed by the National Americanism Commission (American Legion), states that it is permissible to wash the ensign but preferably it should be dry cleaned.

It is customary to make minor repairs, but when the flag is in such condition it is no longer a fitting emblem for display, it should be destroyed in a dignified manner, preferably by burning.—Ed.

USNR with 20 Years AD Same as USN

SIR: I believe there are many Naval Reserve officers who are in a situation similar to my own. At the beginning of the Korean war we had eight or 10 years of continuous active service. In the light of the present world situation it appears that we may have an opportunity to complete a full 20 years of active duty.

If we were to complete 20 years active duty as Reservists what would be the provisions of our retirement? —C.L.E., LT, USNR.

• Officers you describe would come under the provision of Public Law 305 (79th Congress). Under this law, retirement benefits for officers who complete 20 years of active service are the same for both USN and USNR officers.—Ed.

Writing and Selling Books

SIR: I am planning to publish a book. Since I am on active duty, will there be any legal restrictions if I conduct this business outside of my duties or on my leisure time? What are the regulations covering writing, publishing and selling of books, including "souvenir books," by naval personnel on board a naval activity?—C.D., SA, USN.

• There are three articles in *Navy Regulations* governing private business activities and publication of information, etc., by members of the naval service which are quoted here in part. It is suggested you refer to a copy of *Navy Regs* at your ship's personnel office.

Art. 1251(1), page 173, states, in part, "No person in the Naval Establishment shall convey or disclose by oral or written communication, publication, or other means, except as may be required by his official duties, any information whatever concerning the Naval or other Military Establishment or forces . . . when such information might be of possible assistance to a foreign power . . . nor shall any person in the naval service make any public speech or permit publication of any article written by or for him which is prejudicial to the interests of the United States."

However, naval personnel on active duty are not prohibited from using their names, ratings or ranks, in writing articles or books of general interest for publication and profit. It is suggested that Navy authors send their articles and book ideas to the Magazine and Book Branch, Office of Information, Navy Department, Washington 25, D.C. This office will help Navy writers by sending the material to publishers most likely to be interested. *Navy Regs*, Art. 1252 does not prohibit the author from handling all details himself; however, it does require that a copy of the finished manuscript be forwarded to the Secretary of the Navy (Chief of Information), Navy Department, Washington 25, D.C.

Navy Regs also prescribes regulations governing the sale of merchandise (including books) by naval personnel on board ships or within naval activities. Art. 1260(2), page 175, states: "Unless authorized by his commanding officer or higher authority, no person in the naval service on active service, either for himself or as an agent for another, shall engage in trade or business on board any ship of the Navy or within any naval station or introduce any article for purpose of trade on board any ship of the Navy or within any naval station." In this connection, it should be noted that commanding officers are authorized to permit military personnel to engage voluntarily in certain part-time agriculture and industrial work while off duty, on liberty or leave, as

announced in ALL HANDS, November 1951, p. 49.

It is advisable to consult your commanding officer with sample pages of your publication if there is any question of violation of security, or if you plan to sell written material such as "souvenir books," etc., to personnel on your ship or station.—ED.

Revocation of Retired Pay

SIR: Can retired pay of naval personnel after 30 years' service be revoked? How does the new Uniform Code of Military Justice affect retired pay with respect to conviction for civil offenses? —G.A.N., LT, USN.

• Retired pay can be revoked under certain conditions. Conviction and imprisonment by civil authorities alone does not terminate the right to receive retired pay for personnel who are retired after 30 years' service in the Regular Navy and are carried on the Regular Retired List. Such personnel are subject to the Uniform Code of Military Justice at all times, and may be discharged from the service as a result of the sentence of a court-martial. Discharge under these conditions would result in revocation of retired pay.

Members of the Fleet Reserve, personnel who have been transferred to the retired list after a total of 30 years' combined service in the Regular Navy and the Fleet Reserve, and members transferred to the retired list from the Fleet Reserve because of physical disability are at all times subject to the Uniform Code of Military Justice and to the applicable regulations and orders issued under the Code. Such members may be discharged by sentence of a court-martial or, in the discretion of the Secretary of the Navy, when sentenced by civil authorities to confinement in a state or federal penitentiary as a result of a conviction for a felony.

Officers retired after 30 years' naval service (or 20 years' service of which the last 10 years were commissioned service) may be dropped from the rolls in the discretion of the President of the United States when sentenced by civil authorities to confinement in a state or federal penitentiary as a result of a conviction for a felony.

Temporary officers who have been transferred to the retired list after a total of 30 years' combined services in the Regular Navy and in the Fleet Reserve, when sentenced by civil authorities to confinement in a state or federal penitentiary as a result of a conviction for a felony, may:

• If retired at officer grade and pay, be dropped from the rolls in the discretion of the President of the United States.

• If retired at enlisted rate and pay, be discharged by sentence of a court-

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• Fourth Marine Division Association: — Fifth reunion will be held 10, 11 and 12 July at San Francisco, Calif. Further details available from Chairman Captain Louis Ruppel, USMCR (Ret.), Collier's 640 Fifth Ave., New York 10, N.Y. Annual dues are payable to 2nd Lt. S. P. Hansen, Jr., USMC, Executive Secretary, 4th Marine Division Association, Headquarters, U.S. Marine Corps, Washington 25, D. C.

• Waves' Tenth Anniversary: — All former Wave officers and enlisted members, and Waves on active duty are invited to attend the annual reunion to be held 26 and 27 July 1952 at Statler Hotel, Washington, D. C. (The reunion begins on 26 July, and not 25 July as previously planned.) For information write Waves Reunion Committee, Box 4670, Anacostia P. O. Station, Washington, D. C.

• USS Arkansas (BB 33): — A reunion of all officers and men will be held at 69th Regiment Armory, Lexington Ave., and 26th St., New York, N. Y., on Saturday, 5 July 1952 at 6 P.M. For reservations (\$5) contact Sal LoPinto, 201 Foster Ave., Brooklyn, N. Y.

• USS Kidd (DD 661): — The fourth annual reunion of ship's company will be held 15, 16 and 17 August at Hotel Touraine, Boston, Mass. For further details contact Jack Roberts, Buzzards Bay, Mass.

• USS Wasp (CV 7): — Survivors

of the original Wasp, which was lost on 15 Sept 1942 off the Solomon Islands, who would be interested in a reunion on a date and at a place to be decided, please contact Norman R. Watson, 625 Shelby St., Detroit 26, Mich.

• USS LCI 673: — All former members interested in a reunion to be held at time and place to be decided, may contact John H. Norton, New Clappett Bldg., Fairfield, Conn.

• USS Washington (BB 56): — Former members of ship's company interested in a reunion in the Fall, time and place to be decided, may contact Harry G. Vanderwalker, R. D. 1, Port Byron, N. Y.

• USS LST 610: — All members interested in a reunion this year, at time and place to be decided, may contact E. L. Bosak, 116 S. Front St., Steelton, Pa.

• USS LSM 139: — Members interested in a reunion to be held in the near future, time and place to be decided, may contact Carl W. Sippach, 6 Stowell Ave., Worcester 5, Mass.

• Navy Club of USA: — The association's national reunion will be held 27, 28 and 29 June 1952 at the Jefferson Hotel, St. Louis, Mo. Inquiries should be addressed to Walter A. Rose, National Shipwriter, Navy Club of USA, City Hall Bldg., Rockford, Ill.

• USS Hornet (CV 12): — A reunion of former ship's company will be held 4 and 5 July at Park Sheraton Hotel, New York, N.Y. For additional details and reservations contact "CV-12 Club," Box 12, Brooklyn 35, N.Y.

martial or in the discretion of the Secretary of the Navy.

• If retired at officer grade under law which provides retirement pay of enlisted rate and recall (if any) at enlisted rate, to be the subject of a decision when such a case arises.—ED.

Active Duty for FRs

SIR: Would you please answer the following questions concerning transfer to the Fleet Reserve? (1) Under current directives, is it mandatory to serve 24 months of active duty after transfer to the Fleet Reserve is effected? (2) If so, upon completion of the required 24 months' active duty, may one—at his own request—remain on active duty for an additional period? How long? (3) Where may current directives concerning transfer to the Fleet Reserve be found?—H.W.L., SKC, USN.

• Individuals now transferring to the

Fleet Reserve are being retained on active duty in accordance with Alnav 73-50 (NDB, July-December 1950). They are required to serve the maximum active service established by the Universal Military Training and Service Act, which is 24 months. Further information may be found in Alnav 62-51 (NDB, July-December 1951).

No prediction can be made at this time as to whether the exigencies of the service, two years from now, will require further continuance of members of the Fleet Reserve on active duty. Therefore, it is impossible to answer your second question with a "yes" or "no" at this time.

Current directives concerning transfer to the Fleet Reserve, in addition to the two already mentioned, may be found in BuPers and BuSAND Joint Letter (NDB, January-June 1950) and Article C-10324, BuPers Manual.—ED.

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order.

• *uss Columbus (CA 74)*:—The ship's 1950-51 Cruise Book of 112 pages, bound in blue leatherette, contains hundreds of pictures and a detailed log of the ship's operations and visits to European and Mediterranean ports. The souvenir book is available at a cost of \$4. Orders should be addressed to the Cruise

Book Committee, *uss Columbus (CA 74)*, Care of Fleet Post Office, New York, N.Y.

• *Patrol Bomber Squadrons VPB-11, 33, 34, 52 and 101*: A souvenir album of interest to former members of the "Black Cat" squadrons which operated in the southwest Pacific during World War II is being prepared for publication. The non-profit project is planned to include approximately 500 pictures, histories of each squadron. Former members may obtain information from LT Thomas L. Burbee, Jr., USNR, 3213 N. E. Union Ave., Portland 12, Ore.

More on Overseas Shore Service

SIR: I am a Naval Reserve officer now on active duty, and am interested in being retained on active duty for two more years. My choice for duty would be an overseas shore station. Any information you may give me on this subject would be appreciated.—W.L.O., LTJG, USNR.

• *Frequently there are billets open at overseas shore stations, particularly in the Pacific area—in Alaska, Guam, Japan and other locations. Reserve officers who have just completed a normal tour of duty at sea and who are desirous of enjoying stand a good chance of getting such duty.*

Approval of requests for particular locations depends upon the needs of the service and whether the qualifications of requesting officers are needed.

If you desire such assignment you are advised to submit a request via the chain of command to the Chief of Naval

Personnel (Attn: Pers B111) for consideration upon completion of your current tour.—Ed.

Shore Duty for General Service

SIR: Why do aviation branch ratings, attached to shore-based fleet air activities within the continental U.S., receive credit for sea duty for rotation purposes, while general service personnel attached to shore-based fleet air activities within the continental U.S. receive credit for shore duty for rotation purposes?—E.R.M., YN3, USN.

• *There are fewer billets ashore for other than Group IX (aviation branch) ratings in proportion to the total number of sea duty billets. Therefore, in order to make possible an increase in the rate of rotation between sea and shore duty, duty in shore-based fleet air activities within the continental U.S. is credited as shore duty for other than Group IX ratings.*—Ed.

Selection Boards

SIR: Please answer the following questions concerning selection boards: (1) What action does a selection board take if an officer being considered for promotion has an incomplete file? (2) If, because of the death of a former reporting senior, it is impossible to get a complete file, what action is taken? (3) What happens to a temporary officer, permanent enlisted status, with less than 10 years' commissioned service but more than 20 years' total active service, who is passed over twice?—H.A.P., LT, USN.

• (1) *The action taken by selection boards varies with the individual boards. Should the board consider that the information, which is available in the file, is sufficient to justify action, it may complete its deliberations without attempting to complete the file. If the selection board desires additional information to complete the file, such information is requested by dispatch.*

(2) *If the prior reporting senior is deceased, a report is requested from any other senior who would be in a position to report on the officer concerned. If there is no such officer, then a statement as to the conditions is made and entered in the record.*

(3) *The present policy of the Navy Department is to retain temporary officers in their temporary appointments as long as they continue to serve satisfactorily and meet the needs of the service even though they have not been selected for promotion by two or more selection boards. They will continue to be considered for promotion by each subsequent selection board while serving satisfactorily in an officer status.*—Ed.

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Superintendent of Documents
Government Printing Office
Washington 25, D. C.

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Here Are Survivors' Rights and Benefits

THERE ARE MANY rights and benefits for survivors of deceased naval personnel. Do you know what they are and—what is more important, perhaps—do your dependents know the benefits to which they may be entitled?

Here is a checklist of rights and benefits for dependents of service personnel who died while on active duty:

- Burial allowance, burial flag, interment in National Cemetery, headstone or grave marker.
- Six months' death gratuity.
- Back pay, unpaid allowances.
- Compensation for service-connected death.
- Pension for non-service connected death, World War I, World War II, Korean period.
- Transportation of dependents and household effects.
- Insurance—NSLI policy, if any, and/or Servicemen's Indemnity.
- Social Security benefits.
- Homestead preference.
- Medical care.
- Commissary privileges.
- Preference in Federal employment.

Every Navyman has a responsibility for keeping his dependents informed of these survivors' benefits. The following pointers apply specifically to surviving dependents and their rights and privileges. The serviceman, himself, however, should have this information, too, so that he can foresee problems and make arrangements or plans in the event he is not around. (See accompanying box for a list of "do's" for Navyman, covering personal papers that should be available and up-to-date.)

Take, for example, the case of Mrs. Ethel Jones. She and her husband, John Doe Jones, a Navyman on leave, were driving across the country when they were in an accident. Jones was killed.

Here are the steps which Mrs. Jones followed, and which should be followed if a Navyman dies while on leave:

- Notify, if possible, the Navyman's commanding officer.
- Notify the nearest naval activity, giving the man's full name, rank or rate, service number, home address and details concerning death, if available.

If Mrs. Jones had been unable to contact either of the above, she could have wired the Bureau of Naval Personnel, Casualty Branch, Navy Department, Washington 25, D. C. The Casualty Branch, in turn, would have relayed the information to the proper naval authority.

Notification in either case may be made by the next-of-kin, a doctor, minister, police or other competent authority.

The Navy will then take over. A naval officer—often a chaplain—will step in and assist in making funeral arrangements and advise the next-of-kin on rights and benefits.

The Navy Relief Society, Red Cross, Veterans Administration and certain other organizations stand ready to assist dependents in obtaining benefits and other

information of importance. Service organizations, such as the American Legion and Disabled American Veterans, also help.

When John Doe, SN, USN, died on active duty miles away from his home, the Navy notified his widow by telegram. This was the official word. Dependents should never put too much stock in newspaper stories, telephone messages or informal letters—such reports may

Papers Are a Necessary Evil

Here are some matters you, as a Navyman, should think about now:

- Have you made a will? (See ALL HANDS, November 1951, pp. 50-51).

- Do your circumstances require that you execute a power of attorney so that your wife or other trusted individual may handle certain of your affairs?

- Are all your important documents—birth certificate, marriage certificate, certified copies of record showing termination of any prior marriage by death or divorce, deeds or titles to property, insurance policies, stocks, bonds, etc.—stowed away in a safe place?

- Have you thought of having your savings bonds placed on deposit with the Navy's Safekeeping Depository? (See ALL HANDS, May 1952, p. 49.)

- Do you have—or need—a safe deposit box for keeping your documents? BuPers will, if you desire, file your important papers with your records.

- Does your dependent have ready access to your documents or, at least, know where they are kept? Now is the time to see that your family knows where these papers are and what to do with them.

When filling out your Record of Emergency Data (DD 93), be sure to clarify your dependent status. If you have been married before and your first wife is dead or you have been divorced, make a notification to this effect—listing date and place of marriage, date and place of death or final divorce decree of spouse and date and place of subsequent remarriage. This will facilitate rapid payment of the six months' death gratuity and quick adjudication of other claims.

List all insurance policies on your DD 93. BuPers will automatically notify the insurance companies named in the event of death.

For further information on the revised DD 93 Form, see the Bulletin Board section of this issue of ALL HANDS, p. 50.

If you have any questions you can't answer yourself, consult your legal assistance officer. If necessary he can refer you to a lawyer in your community who can help you with local problems. The American Bar Association maintains committees throughout the country to assist service personnel with their problems.

Remember: the important thing is attend to these matters NOW.

Submitting Claims for Pensions

When filing a claim for compensation or pension with the Veterans Administration, remember that early submission of the claim is important.

If the claim is filed during the year following the serviceman's death, the award may be made retroactive to the date of death.

If, however, John Doe's widow (or other dependent) doesn't get around to filing a claim for compensation or pension until after that one year period expires, the effective date of the award will be based on the date of claim—not on the date of death of the serviceman. It is possible, therefore, for the dependent to lose hundreds of dollars in benefits by neglecting to file a claim promptly.

be unfounded, completely erroneous. Unofficial reports of casualty should be verified promptly with the BuPers Casualty Branch.

The Navy also starts the wheels in motion for payment of the six months' death gratuity, back pay and allowances, and the Servicemen's Indemnity claims, etc. (These and other benefits are discussed below.)

If commercial insurance companies are listed on the serviceman's Form DD 93, (Emergency Data Record Form), the Navy will also send them notification of death.

Here again, where naval personnel are available, the Navy will send representatives to help with funeral arrangements and assist the dependents in applying for benefits.

Following is a discussion of survivors' benefits to which your next-of-kin may be entitled—what they are, how, when and where to apply for them:

SIX MONTHS' DEATH GRATUITY. The death gratuity is a lump-sum payment equal to six months' basic pay at the rate the serviceman received at time of death while on active duty. Necessary application forms for this benefit are forwarded promptly to the person believed to have entitlement (listed on man's DD 93), by the BuPers Casualty Branch. Payment may be made in about two weeks—if the serviceman's record is clear; that is, if his marital status does not have to be checked and if no other investigations have to be made. The benefit cannot be paid if death is due to the man's own misconduct. In some cases, therefore, action is withheld pending a decision by the Judge Advocate General of the Navy. ♦

BACK PAY AND ALLOWANCES. This includes any unpaid pay, allowances or other amounts to the credit of a member of the naval service at time of death. The forms on which to apply for arrears of pay and allowances are forwarded to the next-of-kin by the BuPers Casualty Branch.

COMPENSATION FOR SERVICE-CONNECTED DEATH. Serviceman must have died *as a result of disease or injury incurred or aggravated by active service in line of duty*. If death occurs after separation from active service, separation must have been under other than dishonorable conditions.

Payments may be made to widows unless they remarry, to unmarried children under 18 (with extension to age 21, if attending VA-approved school) and to dependent parents.

Rates based on death due to disease or disability in-

Sailor Trains His Own Air Force — Of Carrier Pigeons

A bluejacket pigeon fancier has helped to solve a supply problem for the Navy. Today his hobby of breeding carrier pigeons is being utilized by the Supply Department, Fleet Activities, Sasebo, Japan, illustrating once again how a Navyman's hobby can pay off in practical application to the job at hand.

The traffic section of the Sasebo supply department handles a considerable amount of loading and discharging of cargo on ships anchored in the harbor, usually at considerable distance from warehouses ashore. Rapid ship-to-shore communication is often required when additional stevedoring gear is needed or for other unforeseen requirements. But in the crowded harbor, communication facilities often are overburdened, and the resulting transmission delays have meant work stoppages.

At this point E. J. Musielewicz, BMS2, USNR, working with the

cargo-handling section of the supply department came through with a solution. He had pursued his pigeon raising and training hobby for several years at home in Ohio.



HOT TO GO, a member of Sasebo Pigeon Post gets a pre-flight check-up from Trainer Musielewicz.

There were no carrier pigeons to be bought on the island of Kyushu, although the Japanese military forces had used pigeons in Sasebo for ship-to-shore communication during World War II.

Musielewicz built a loft and trapped one stray descendant of the wartime birds that still remained in the area. Then he purchased two more birds from a local zoo. After that came the breeding, raising and training periods.

The first successful pigeon post from a cargo ship in the stream to the supply department pigeon loft was made in April 1951.

Casualties have been high. A number of the birds have fallen victim to hawks and three of five sent out on long-distance flights were lost in storms. However, Musielewicz expects to have some of his birds ready soon for the Pusan-Sasebo run.

curred in or aggravated by active service since 27 June 1950 are as follows: Widow with no child, \$75 a month. Widow with children, \$105 for widow and one child, plus \$25 for each additional child. No widow, but one child, \$58. No widow but two children, \$82. No widow but three children (or more) \$106 plus \$20 for each additional child. One dependent parent, \$60. Two dependent parents, \$35 each.

All payments are made monthly. Applications should be sent to the Veterans Administration, Washington 25, D. C. as soon as possible.

PENSION FOR NON-SERVICE CONNECTED DEATH, WORLD WAR I, WORLD WAR II, KOREAN PERIOD—beginning 27 June 1950. World War I veterans must have been discharged or separated under conditions other than dishonorable after 90 days' service or more (or for disability incurred in service in line of duty) or at time of death be receiving or entitled to receive compensation, pension or retirement pay for service-connected disability.

World War II veterans must have been discharged or separated under conditions other than dishonorable and meet one of the following requirements: (1) at time of death be receiving or entitled to receive compensation, pension or retirement pay for service-connected disability, or (2) have served at least 90 days during World War II or less than 90 days if discharged for disability incurred in the line of duty; and have at the time of death a definitely ascertainable service-connected disability.

Veterans of the Korean period — that is, those who serve on active duty between 27 June 1950 and a date to be determined later — must meet the same qualifications as World War II veterans.

The pension for non-service connected death is payable to widows who do not remarry and to unmarried children under 18, except for children attending schools approved by the Veterans Administration in which case the age limit is 21.

Monthly payments are as follows: Widow but no child, \$42. Widow with one child, \$54—plus \$6 for each additional child. No widow, but one child, \$21.60. No widow but two children, \$32.40. No widow but three children, \$43.20—plus \$4.80 for each additional child.

The pension is NOT payable to a widow *without* a minor child (or children)—or to a minor child—during a calendar year in which the annual income of either the widow or child exceeds \$1,000 or to a widow with a child or with several children whose annual income exceeds \$2,500.

Applications should be sent to the Veterans Administration immediately.

BURIAL ALLOWANCE. The Navy will defray all or part of the expenses of preparation, encasement and transportation of the remains of naval personnel. If remains are consigned directly to a National or other Federal Cemetery (such as Arlington National Cemetery), all necessary expenses incident to burial are paid by the government and, therefore, no allowance will be made to next-of-kin. If the remains are consigned to a funeral director prior to interment in a National Cemetery, an amount not to exceed \$75 may be allowed for services not duplicating those furnished by the government. When interment is in a private cemetery, the Navy will

(Continued on page 34)

These Organizations Can Assist

There are a number of organizations and government agencies which assist widows and other legal dependents of deceased naval personnel. Following is a brief discussion of the services of some of these agencies:

BuPers Casualty Branch—Makes official notification of death. Forwards to the person believed to have entitlement, as indicated from official records, the forms on which to apply for the six months' death gratuity, arrears of pay and data concerning other benefits which may be payable. Provides next-of-kin with statement of naval service of the deceased which may be submitted to the Social Security Administration and other agencies as proof of service. Certifies payment of death gratuity. Provides copies of "Certification of Casualty" to government agencies administering various benefits. Notifies commercial insurance firms (if listed on man's Form DD 93) of the casualty. Inquiries should be sent to the Chief of Naval Personnel (Attn: Pers-G23), Washington 25, D. C.

Red Cross—The Home Service program of the Red Cross will help dependents of deceased naval personnel in obtaining benefits. Information is provided on federal benefits and assistance is also given in the preparation and development of applications or claims for federal and state benefits. In certain instances, financial aid may be obtained, on the basis of need, within the limitations provided in Red Cross policy.

Veterans Administration—Handles compensation for service-connected death and pension for non-service-connected death. The VA is responsible for burial flags for dependents of personnel buried outside the continental U.S. It administers USGLI and NSLI insurance as well as the Serviceman's Indemnity. The VA maintains hospitals for care of veterans who cannot afford to pay for hospital treatment. VA Regional Offices are located in many large cities. In addition to assisting with VA-administered benefits, VA representatives may offer guidance in connection with a number of other benefits.

Navy Relief Society—May assist dependents with immediate financial problems and in procuring government benefits. Auxiliaries are located in the various Naval Districts and principal naval centers.

Veteran Organizations—The American Legion, Veterans of Foreign Wars (VFW), American Veterans of World War II (Amvets) and certain other veterans' organizations will assist survivors in obtaining various benefits, by providing information and helping process claims.

State Veterans Commissions—Most states maintain veterans' agencies (usually called State Veterans Commissions) which supervise veterans' programs. They can help with federal employment assistance, state bonuses—if any, educational assistance, land settlement preference and other benefits.

RIGHTS AND BENEFITS AVAILABLE TO DEPENDENT SURVIVORS

SERVICEMAN NOTE!!

TO PROTECT THE RIGHTS OF DEPENDENT SURVIVORS EACH SERVICEMAN SHOULD KEEP UP TO DATE THE VITAL INFORMATION ON DEFENSE DEPARTMENT FORM DD 93

RECORD OF EMERGENCY DATA FOR THE ARMED FORCES OF THE UNITED STATES
INFORMATION INCLUDED ON THIS FORM DOES NOT CONSTITUTE A CHANGE OF BENEFICIARIES OF LIFE INSURANCE POLICIES

Be sure to fill in these items fully and accurately!

GIVE BEST PERMANENT ADDRESS

NAME DEPENDENTS

LIST ALL CHILDREN
 including those of previous marriages

MARITAL STATUS
 Give history of previous marriages and termination if applicable.

SOCIAL SECURITY NUMBER

LIST COMMERCIAL LIFE INSURANCE COMPANIES
 Give names and addresses of companies and policy numbers

DON'T FORGET TO DATE IT AND SIGN IT!

DD FORM 93

SEE YOUR PERSONNEL OFFICER FOR BLANK FORM

CHECK INSTRUCTIONS ON BACK OF FORM for each item before filling in information.

GET HELP IF NECESSARY from your personnel officer or division officer. See story.

USE BACK OF FORM to write detailed additional information to make your story clearer.

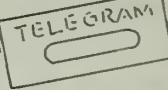
KEEP YOUR RECORDS UP TO DATE

REPORT ANY CHANGE of home address or beneficiary so that important notices and family benefits will not be delayed.

USE BACK OF FORM if you wish to change standard order of beneficiaries of Servicemen's Indemnity (free insurance for servicemen).

NATIONAL SERVICE LIFE INSURANCE—Be sure to use Veterans Administration Form VA 9-336 (Change or Designation of Beneficiary) to change or designate beneficiary.

CHECK WITH YOUR PERSONNEL OFFICER FOR PROPER FORMS



NEXT OF KIN WILL FROM THE NAVY D OF EMERGENCY OR

(Definition of NEXT OF KIN: Next of kin is the person next in line of succession to the serviceman on form DD 93 in case of death. Next of kin must be a survivor.)

Should a serviceman suffer an accident or on leave, next of kin should be notified by commanding officer or

NEXT OF KIN REPLIES BY COLLECTING MEDICINE AND SURGERY, WASHINGTON, D.C. INSTRUCTIONS FOR DISPOSITION OF

IMMEDIATE ASSISTANCE FOR DEPENDENT SURVIVOR CAN BE OBTAINED



NEAREST

Navy Recruiting Station



AMERICAN

NAVY RECRUITING STATION

NAVY MEDICAL CENTER

VETERANS ADMINISTRATION

American Veterans Administration

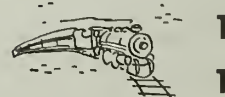


DEPENDENT SURVIVOR



FUNERAL

Burial in National Cemetery



TRAVEL AND

TRANSPORTATION



TEMPORARY

SHIPPING



HOSPITAL

MEDICAL

T SURVIVORS OF ACTIVE-DUTY SERVICEMEN

NOTIFIED BY TELEGRAM IN THE EVENT OF SERVICEMAN.

relative designated by the
in the event of emergency
not be same as dependent
form DD 93.

or death while at home
ould notify serviceman's
naval activity. See story.

TO BUREAU OF
C. WITH IN-
PERSONNEL

TELEGRAM

OR DEPENDENT SUR- D BY CONTACTING

ACTIVITY

headquarters, naval shipyard,
air station, etc.

ROSS

CIETY

AD - ELIGIBLE SURVIVOR

NIZATIONS

, American Veterans Committee,
d American Veterans,
ign Wars or others.

TIALLY ENTITLED TO

MENTS See story for details . . .

stone or grave marker, interment
etery if desired.

E TO HOME See Story.

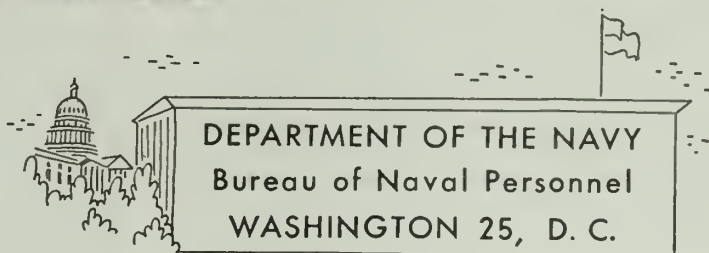
OF HOUSEHOLD GOODS

GE OF HOUSEHOLD GOODS

BLE TO HOME

See Story.

Story.



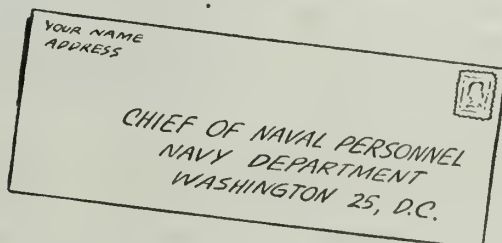
BUREAU OF NAVAL PERSONNEL, CASUALTY BRANCH

- ✓ automatically sends to dependent survivor forms for
 - SIX MONTHS DEATH GRATUITY
 - BACK PAY AND ALLOWANCES
- ✓ automatically notifies commercial life insurance companies listed by serviceman on form DD 93
- ✓ automatically advises all other governmental agencies concerned with emergency or death such as Veterans Administration, Social Security, General Accounting and others.
- ✓ automatically furnishes certification of casualty to insurance companies, and on request furnishes this certification to dependent survivors. This is necessary to facilitate cashing bonds, arranging transportation requests, proving eligibility for federal income tax abatement, and special state benefits.
- ✓ automatically furnishes next of kin with statement of serviceman's naval service to aid in obtaining benefits.
- ✓ automatically notifies Naval Supply Depot, Clearfield, Ogden, Utah, as to disposition of personal effects.

DEPENDENT SURVIVOR MAY ALSO BE ENTITLED TO THE FOLLOWING PRIVILEGES AND BENEFITS

- DEATH COMPENSATION OR PENSION. See story.
- FUNERAL EXPENSES. See story for details . . .
- FEDERAL EMPLOYMENT PREFERENCES
- SOCIAL SECURITY BENEFITS
- STATE BONUSES
- SCHOLARSHIP ASSISTANCE
- FEDERAL INCOME TAX ABATEMENT
- SPECIAL STATES RIGHTS AND BENEFITS
- COMMISSARY AND EXCHANGE PRIVILEGES
- V.A. LOAN GUARANTY
See local Veterans Administration Office.
- HOMESTEAD PREFERENCE
Write Bureau of Land Management
Washington, D. C.

Additional inquiries
should be
addressed to



Dependents of Retired Personnel

The survivors of retired persons who die on active duty are eligible for the same benefits as provided for the survivors of any other person who dies on active duty. However, the survivors of retired persons dying *after* separation from active service are in a somewhat different situation. They are considered in the same categories as the survivors of any person who dies after discharge of separation from active duty.

There are major benefits available to such dependent persons of retired personnel in their capacity as survivors of *veterans*. A number of these rights and benefits are the same as those mentioned in this article. Other benefits available to survivors of retired personnel vary as to governmental activities administering the benefits.

This subject as pertains to retired persons' dependents will be covered in a forthcoming issue.

(Continued from page 31)

allow further expenses of funeral and burial not to exceed \$125—in addition to the preparation, encasement and transportation expenses. Application for burial allowance should be made to the Chief of the Bureau of Medicine and Surgery, Department of the Navy, Washington 25, D. C.

HEADSTONES. Gravemakers or headstones will be furnished by the government for unmarked graves of members of the armed forces dying in service. If a veteran is buried in a private cemetery, application must be made to the Office of the Quartermaster General, Department of the Army, Washington 25, D. C. If interment is made in a National Cemetery, no application is required.

BURIAL FLAG. A flag—the U.S. National Ensign—is provided to drape the casket and is presented to the next-of-kin. If, however, delivery cannot be made in time for the burial service, the next-of-kin may receive a flag by writing to the Bureau of Medicine and Surgery, Department of the Navy, Washington 25, D. C. Flags for men buried outside the continental U.S. may be obtained from the VA.

BURIAL IN NATIONAL CEMETERY. Members of the armed forces who die on active duty or after separation, or who served in peace or war under honorable conditions during last period of service are eligible for burial in a National Cemetery. Also eligible are certain citizens of the U.S. who served in allied forces, as well as the service person's wife, husband, widow, widower, minor child and—if authorized by the Secretary of the Army, the administrator of all such cases—an unmarried adult child.

Application should be made to the Superintendent of the National Cemetery in which burial is desired.

TRANSPORTATION OF HOUSEHOLD EFFECTS AND DEPENDENTS. The household goods of deceased service personnel will be moved at government expense from the last permanent duty station and/or place of storage to the home of the person legally entitled to such effects. Shipment may be made within one year from the date of death. Storage is also authorized at government ex-

pense not to exceed six months. Contact the nearest naval activity for information regarding other shipping rights and assistance in arranging for packing, crating, storage and shipment.

Travel for dependents from location of dependents at a time of first official notification of death to any location in the United States where they will make their home will be paid by the government. If travel is desired at government expense or if travel is to be performed at personal expense subject to reimbursement, the necessary forms are obtainable from the Disbursing Office of the station to which the deceased person was attached. If travel is performed from personal funds, claims for reimbursement should be submitted to the Enlisted Services and Records Division (Attn: Pers E3), Bureau of Naval Personnel, Washington 25, D. C. This holds good for dependents of officers as well as enlisted personnel.

INSURANCE OR INDEMNITY. Qualified survivors of servicemen who die while on active duty on or after 27 June 1950 will receive an indemnity—under the Serviceman's Indemnity and Insurance Acts—of \$10,000 payable in 120 equal monthly installments of \$92.90, if the serviceman had no government insurance. Survivors of servicemen who had National Service or U.S. Government Life Insurance policies under \$10,000 will receive an indemnity making up the difference between existing government policies and \$10,000. In the case of the Indemnity, the law limits these qualified survivors or beneficiaries to members of the serviceman's immediate family: a surviving wife (or husband), child or children, parents, brother or sister. Any person may be named beneficiary of an NSLI or USGLI policy. (See ALL HANDS, July 1951, pp. 50-51.)

Insurance and indemnity records are maintained by the Veterans Administration. The BuPers Casualty Branch will furnish a certificate of death report and the beneficiary listed on Form DD 93 to the VA. The VA will then forward to the beneficiary of record the necessary blanks on which to file demand for payment. Inquiries concerning government insurance or the Serviceman's Indemnity should be sent to the VA, Washington 25, D. C.

Commercial insurance companies should be notified of the death of the insured by letter or by direct contact with a local agent. By agreement with the International Claim Association, the BuPers Casualty Branch will notify any insurance company listed on the official records of the deceased—or upon receipt of a request from an insurance company.

SOCIAL SECURITY. Survivors may be entitled to benefits under Social Security. Here are the two methods under which they may qualify:

- If a serviceman who served in World War II was separated from the service before 26 July 1951 and dies within three years from date of separation, then his survivors are entitled to Social Security survivors' benefits, provided he has 90 days' active service during World War II.

- If a serviceman has earned a sufficient number of credits, as determined either by the length of his active World War II service or by civilian employment creditable under Social Security, or a combination of both.

Social Security benefits will *not* be payable to survivors if there are other benefits receivable by the

serviceman or his survivors which are based on the same period of World War II service and payable under the retirement systems of the Army, Navy, Civil Service or any other Federal retirement systems.

Monthly benefits or lump sum payments are based upon the amount of presumed earnings fixed by law, if required service is met. Monthly benefits are paid to widow while caring for minor children of the veteran or to the children during minority. Widow without children becomes eligible at age 65.

Complete details on Social Security will be found in **ALL HANDS**, September 1951, pp. 46-49. Individual information is available from any Social Security office.

HOMESTEAD PREFERENCE. Homestead rights to public lands may be available to surviving widows of eligible veterans, or widows of men who died on active duty. Apply to the Bureau of Land Management, Department of the Interior, Washington 25, D. C.

MEDICAL CARE. Unremarried widows and eligible children of members of the Regular Navy or of Regular or Reserve personnel who were entitled to retirement or retainer pay at time of death or of Reserve members who died on active duty, are entitled to medical care in any of the armed forces hospitals where facilities for dependents are available. Qualified dependents may procure a Dependent's Identification Card for medical care (NavPers 1343) by writing the Chief of Naval Personnel (Attn: Pers-G212) or the Commandant, Marine Corps (Code DNB), as appropriate. Dependents may apply for care at Army or Air Force facilities if Navy facilities are not available.

Hospitalization of the dependents of Naval and Marine Corps personnel shall be furnished only for acute medical and surgical conditions, exclusive of nervous, mental or contagious diseases or those requiring domiciliary care. Dental treatment shall be administered only as an adjunct to in-patient hospital care and shall not include dental prosthesis or orthodontia.

COMMISSARY PRIVILEGES. Most unremarried widows of deceased members of the Armed forces are permitted to make purchases and use the services of commissary stores and exchanges. The special passes required before purchases can be made may be obtained from the commissary store or exchange administrative office by presenting proof of relationship and complying with local regulations.

PREFERENCE IN FEDERAL EMPLOYMENT. Unremarried widows of deceased service personnel who served during a war period are entitled to an addition of 10 points to their earned ratings in civil service examinations. (For this purpose, World War II ended 28 April 1952.) Certain other benefits, with respect to appointment and retention, are also available. Certain mothers of persons who die in service may also be entitled to preference. Information concerning preference eligibility may be obtained from any U.S. Civil Service Commission office or from the local post office.

Note: It is suggested that mimeographed copies be made of this article by the personnel office at your activity, to send to dependents to keep on file. Don't tear it out—other personnel on your ship or station want to get the word, too.

Chief Is Equally at Home Under the Ocean or Up In the Clouds

Chief Aviation Electronicsman William L. McCalister, USN, is the subject of many a "double take." It's not only his ladder of six hashmarks and his rows of 12 service ribbons that cause people to take a second look. The eye-catcher in the McCalister case is the display above his ribbons. There he wears both "wings" and "dolphins."

"Mac," as he is known to two decades of Navymen, enlisted in the Navy at Muskogee, Okla., 27 years ago this May. The Naval Air Station, Alameda, Calif., is his present duty station.

The first four years were spent in submarines, where he was "Qualified For Submarine Torpedo Boat Duty" the first year. During his submarine days, Mac served in four "S-boats" and a submarine tender as a radio operator.

Submarine pay in those days, Mac recalls, was five dollars a month "dungaree money"; and one dollar per dive—not to exceed 15 dollars a month.

"The change from subs to air-

craft came about through a meeting with a boot-camp buddy," Mac says. "When on liberty in Panama, I ran into this guy. He was on flying duty down there. After shooting the breeze for a while, I went back to the boat and put in my chit."



QUALIFIED PILOT, 'Mac' McCalister, ALC, USN, draws from his own first-hand experience to train others.

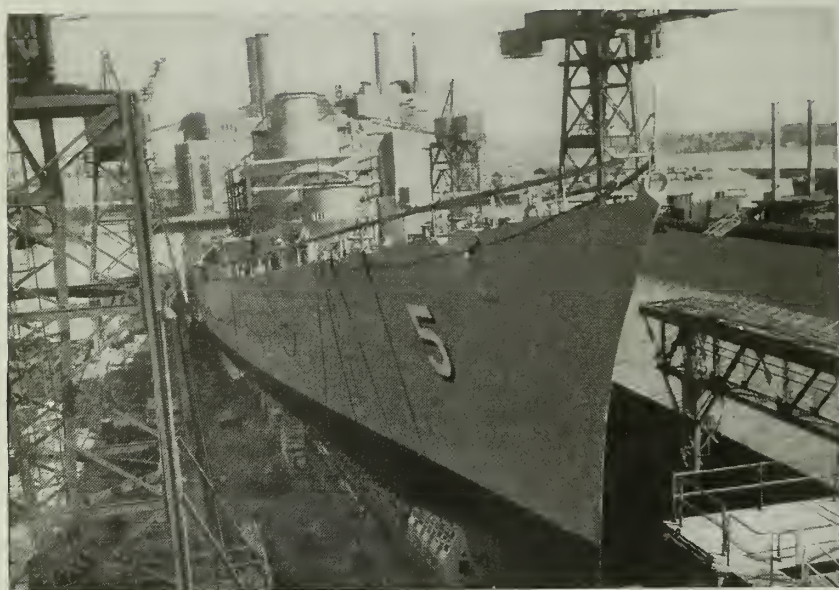
The year 1930 saw Mac designated as a "Naval Aviation Pilot." Since that time he has piloted everything from the old-time "Husky"—a 1½-ton, 220 horse power NY-1 all-purpose trainer—to the 80-ton, 8,800 hp "Mars" flying boat.

In his 7,000 hours of official Navy flying and 2,000 hours of civilian time, Mac has never so much as blown a tire.

During World War II, Mac went up the ranks to lieutenant commander. He participated in submarine kills in the Atlantic. He was flight deck officer of *uss Bennington* (CV 20) during one of the first air strikes against Tokyo. Mac won the Bronze Star Medal for duty as the air officer of *uss Hoggatt Bay* (CVE 75) during the Okinawa operation.

After the shooting in the Pacific war was over, Mac served with the Naval Air Transport Service and then with the Naval Air Technical Training Command. In December 1949, under policies in effect at that time, he reverted to CPO.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



LAUNCHING of one of the world's largest destroyers, USS Wilkinson (DL 5), took place on the east coast. She's named for VADM Theodore Wilkinson.

Increase in Shore Activities

Two expansions and a reactivation of naval shore activities will get underway in the near future. Scheduled for reactivation is the former Naval Air Station at Hutchinson, Kan. Both Navy and Marine Corps units will be accommodated at this station.

Originally established as a primary training base and later expanded for use in multi-engine training during World War II, this NAS is considered to have excellent operational features for multi-engine aircraft training work. It is expected that some 1800 naval aviation personnel will be serving at this station when operations get into full swing.

Naval communication facilities will be the theme of a 21 million dollar construction and expansion program at Kodiak, Alaska. A triple-threat project, it will see radio transmitting, radio receiving and radio direction finding facilities being erected. Because of the physical properties of radio waves, the facilities will be located some miles from one another.

The current limited installations in the Kodiak area were built as a World War II project. The new construction, when completed, will help provide communication requirements of

the 17th NavDist and Pacific Fleet units operating in northern waters.

A 16 million dollar construction program will expand existing facilities at the Hastings Neb., Naval Ammunition Depot. The bulk of the funds will be allotted for the erection of special type storehouses and magazines.

This new construction will ease an existing shortage of storage facilities for naval ammunition and ammunition components.

Manual for COM Ashore Ready

Activities ashore which operate commissioned officers' messes will soon receive the new *Manual for Commissioned Officers' Messes Ashore*, 1952 (NavPers 15847). The new publication cancels and supersedes *Bureau of Naval Personnel Regulation for Commissioned Officers' and Warrant Officers' Messes Ashore*, 1951 (NavPers 15782).

It sets forth the basic policies, regulations, and procedures for operation of officers' messes ashore. The new manuals are distributed by District Publications and Printing Offices, from which additional copies for official use may be obtained.

New DL Named for Hero

USS *Wilkinson* (DL 5), third in the new series of *Mitscher*-class destroyer leaders, was launched at Quincy, Mass. Named in honor of the late Vice Admiral Theodore Stark Wilkinson, USN, Medal of Honor winner and commander of battle-ship divisions and amphibious forces in the Pacific during World War II, *Wilkinson* is rated as one of the world's largest destroyers.

The new ship is a sister ship of the previously launched USS *Willis A. Lee* (DL 4) and USS *Mitscher* (DL 2). Actually, however, *Wilkinson* is the fourth DL to become waterborne. The first was USS *Norfolk* (DL 1), a 5,500-tonner. The *Mitschers* displace 3,650 tons.

Wilkinson's propulsion power is over twice that of World War I battleships like *New York* and *Arkansas*, and her 493-foot length exceeds that of some World War I cruisers.

'Copter De-Icing System

All-weather usefulness of the Navy's helicopters is now possible with the development of the first successful de-icing system for the 'copter's rotor blades. The system was proved in a series of tests under extreme natural icing conditions on the 6,000-foot summit of Mt. Washington, N. H.

The de-icing system is operated electrically and consists principally of rubber "boots" (heater-wires embedded in neoprene) running the entire length of the main rotor blades and covering about one-third of the surface.

More than 50 de-icing tests without a failure were run for 30 days in temperatures from 29 above to 14 below degrees Fahrenheit, in freezing rain, snowstorms and in wind up to 80 mph. In every case when ice appeared on the 35½-foot rotor blades of the Navy's small helicopter, the electrothermal equipment caused the ice to disappear.

Pilots reported the installation of de-icing boots caused no adverse effects on the normal flight characteristics.

Oceanographic Research

The Navy is expanding its oceanographic research with construction of a new laboratory at Woods Hole, Mass.

Oceanographic laboratories played an important role in World War II, when knowledge of surf, tides, and interpretations of weather data helped our amphibious forces to make many successful landings.

Navy scientists say the new building will make possible a larger research program and provide closer coordination of Navy research with studies being made by the Woods Hole Oceanographic Institution. The new laboratory, when completed will be a three-story structure of steel and masonry with specially installed equipment. In addition to oceanographic laboratories, the building will house the administration department, lecture room, photographic laboratory and machine shops.

Woods Hole, a private organization, is one of the nation's five research centers where full scale oceanographic studies are conducted in the open ocean.

The laboratory method of predicting tides and conditions—in almost all parts of the world's oceans—was an important factor in determining the time for the Navy's successful amphibious operations at the Inchon landings in Korea.

Present day advances in oceanography, which includes the wartime system of charting shallow water areas by aerial photography, follow the Navy tradition of Commodore Matthew Fontaine Maury who charted winds and ocean currents a century ago. The Navy's extensive oceanographic research, which is being coordinated by the Office of Naval Research, the Bureau of Ships, and the Hydrographic Office, is being applied in practical Fleet operations by the Navy's aerological service.



STUDENT air crewmen at FAIRBETUPac, San Diego, are tops according to sign. Student division officer and the poster's designers display the art work.

Automatic Steering For CV

The first automatic steering system for use in a carrier will soon be installed in *uss Oriskany* (CV 34). This "iron mike", developed to meet BuShips' specifications, will be used in the flattop for evaluation purposes.

One feature of this system is an automatic compensator that "neutralizes the effect of force working against one side of the vessel." This feature could be put to a special use in carriers, going into full play during flight operations.

During these operations, an aircraft carrier steers a course that puts the wind five to ten degrees on the port bow. (This is done to render ineffective the turbulent air streams that build up behind the carrier's island.) As every bluejacket knows, a strong wind on the port bow tends to push the bow to starboard. Hence the value of the compensator.

A similar auto-pilot system was described in *ALL HANDS*, February 1952, p. 47.

Chaplains Drop in from Sky

The Navy has its modern counterparts of the "traveling parsons."

"Sky pilots" in the literal sense of the word, are flying chaplains who have taken to helicopters to make their rounds at sea from one ship to another. When ships of the unit are underway and small boats can't take the chaplain "circuit riding," he turns to his wings and takes to the air in a Navy helicopter. In the Korean theater, for example, the chaplain on board *uss Valley Forge* (CV 45), holds as many as three or four church services every Sunday, visiting the smaller ships of Task Force 77.

On this type of trip where the deck of the craft the chaplain is visiting, is too small for a 'copter landing, he is lowered on a line from the 'copter's cabin from a height of 25 to 40 feet. He is dangling at the end of the line in a boatswain's chair, holding tight to the line with one hand while the other has a firm grip on his suitcase-like portable altar kit.

This dunking-trip was different. As the chaplain was riding his boatswain's chair at the end of the 'copter's line, and was all set to make the usual landing on the small vessel's deck, a wave suddenly moved her out of reach. The water was waiting where the deck had been. He was hauled up on the helicopter's line and on the next try was landed safe but wet—and still holding tightly to his traveling altar kit.

YESTERDAY'S NAVY

JULY 1952



Congress created grade of rear admiral for flag officers, 16 July 1862. On 25 July 1866, grade of admiral of navy was created and conferred on Farragut. U S fleet destroyed Spanish fleet, Santiago harbor 1898.

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		



NINE of the Navy's first submariners are shown on board the Navy's first submarine—USS *Holland*. The 53-foot submarine was commissioned 11 April 1900.

The Navy's First Submarine

Like to hear how it was in the old submarine Navy, sailor? You can get the answers from two of the Navy's oldest submariners—one-time shipmates and now neighbors at Annapolis, Md. One of them is believed to be the only surviving member of the commissioning crew.

Chief Gunner's Mate Harry Wahab, USN (Ret) hoisted the ensign on USS *Holland*, the Navy's first submarine, at her commissioning in 1900. The following year, Chief Electrician (now LT, USN, Ret) Richard O. Williams reported on board, that is, if you report on board a boat. *Holland* was no more than that. She even carried a boat hook alongside the conning tower.

Shorter than many present-day motor launches, *Holland* was 53 feet long, 10 feet wide 'midships, and displaced 74 tons submerged. On the surface she was driven at a speed of six or seven knots by a 50-horse power gasoline engine. Submerged, the batteries took over. These were good for a five-knot top speed.

She carried no deck guns. Instead, a pneumatic "dynamite gun" designed to hurl explosives through the air was mounted in the bow. Its muzzle was flush with the deck. The remainder of the gun projected at an angle of 30 degrees into the sub's hull.

Her "main battery" was a single torpedo tube at the bow. It was then

called an "expulsion tube." She carried three Mark I torpedoes. The fish and tube later formed her only armament as the dynamite gun proved impractical.

Holland's knee-high conning tower was provided with three-inch slits through which the captain peered when the boat ran at the equivalent of today's periscope depth. Her deepest dive was made in Chesapeake Bay, where she leveled off at 60 feet.

It was strictly "smoking lamp is

out" when she ran submerged. The heavy gasoline and acid fumes ruled out open flames. As it was, there was an over-abundance of smoke. The smoky exhaust of the gasoline steering engine discharged inside the boat when it ran submerged. Water pressure was too great to permit operation of an outside valve.

Holland spent her winters at the Naval Academy, taking groups of four midshipmen at a time out for practice dives. Among these passengers were the future Fleet Admirals Chester W. Nimitz, Ernest J. King and William F. Halsey.

Holland was the Navy's first serious experiment with submersibles. She was the first U.S. sub to launch a torpedo. Chief Wahab has the distinction of firing this first fish. Decommissioned in 1910, she had a Navy life of 10 years. In that time, seven more submarines, all "A-boats," joined the Navy's submarine force.

The two old timers, Wahab and Williams, like to recall a distinctive feature of *Holland*. Aft the conning tower was a free valve which would rise when the inside pressure was strong enough—much like the safety valve on a steam tank. When air was escaping into the sea—and it often was—the crew could look through the "lifted" valve. Seeing spuming water rushing by a few inches over their heads never failed to produce a peculiar feeling among the crewmen.



FIFTY-SECOND anniversary of U. S. Submarine Force is celebrated at Pearl Harbor as ComSubPac gets plaque from officers and enlisted men of shipyard.

Ross Trophy Goes to VMF-351

Marine Fighter Squadron 351 of NAS Atlanta, Ga., has been awarded the "Pete" Ross Safety Trophy in competition with 30 Marine Air Reserve Squadrons.

The Ross trophy is awarded annually to the Marine Air Reserve squadron maintaining the best flight safety record in the country. Basis of the award to the busy Reserve unit was an accident-free year of flight operations during which an average of 100.4 hours was flown by each of its pilots.

Second place honors went to VMF-224, NAS Columbus, Ohio, with 74.1 hours per pilot and no accidents.

Navy Aircraft

In view of the rapid pace of aircraft development, certain aircraft designations and names will be unfamiliar to all but the most up-to-date and well-read Navy air enthusiasts. Listed below are the aircraft which are now being produced for the Navy and/or which will be produced for the Navy in the near future. They are listed by type, model designation, popular name (when applicable) and manufacturer.

It should be noted that all Lockheed-made planes now carry the letter "V" as their manufacturers' letter-designator (instead of the letter "O" previously used.)

Fighter

F3D *Skyknight* (Douglas)
F4D *Skyray* (Douglas)
F9F-5 *Panther* (Grumman)
F9F-6 *Cougar* (Grumman)
F2H-3 *Banshee* (McDonnell)
F3H *Demon* (McDonnell)
FJ2 *Fury* (North American)
F7U3 *Cutlass* (Chance Vought)

Attack

AD *Skyraider* (Douglas)
AF *Guardian* (Grumman)
AJ-2 *Savage* (North American)
AU-1 *Corsair*-modified (Chance Vought)

Patrol

P5M *Marlin* (Martin)
P2V *Neptune* (Lockheed)

Search

WV-2 (early warning radar) (Lockheed)

Transport

R6D *Liftmaster* (Douglas)
R7V-1 *Super Constellation* (Lockheed)
R7V-2 *Super Constellation*, turbo-prop (Lockheed)



'CHUTE harness is adjusted for Assistant SecNav for Air Floberg before making jump. At right: Mr. Floberg in SNJ trainer on board USS Cabot

Asst SecNav for Air Makes Carrier Landings, Parajump

John F. Floberg, Assistant Secretary of the Navy for Air, has made a successful parachute jump. He is also checked out in carrier landings.

Mr. Floberg participated in a live jump exercise at the Naval Auxiliary Air Station, El Centro, Calif. On his first jump from 3,000 feet he landed in the center of the lined "jump bullseye."

Parachutist Floberg subjected himself to concentrated periods of training at Pensacola, Fla. Then, flying an SNJ *Texan*, he qualified in

carrier landings at sea. He made seven landings with a check pilot and then three solo landings and take-offs on the flight deck of *uss Cabot* (CVL 28).

Mr. Floberg is a lieutenant commander in the Naval Reserve. During World War II, he was commanding officer of *uss SC 770* and of *uss Bivin* (DE 536). Mr. Floberg saw action in both the Atlantic and Pacific theaters. He also participated in the landings at Sicily, Salerno, Lingayen Gulf, Iwo Jima and Okinawa.

R4Q *Packet* (Fairchild)
R3Y (no name) (ConVAir)
Utility
UF *Albatross* (Grumman)
Trainer
TV-2 *Shooting Star* (Lockheed)
Helicopter
HOK (observation-no name) (Kaman)
HO5S (observation-no name) (Sikorsky)
HRS (transport-no name) (Sikorsky)
HTE (training-no name) (Hiller)
HTL (training-no name) (Bell)
HUP-2 (utility) *Retriever* (Piasecki)
Blimp
ZP4K (no name) (Goodyear)
ZP2N (no name) (Goodyear)

USS Monterey Claims a Record

The 6,000th plane catapulted from *uss Monterey* (CVL 26), without a single casualty, is claimed as an all-time record for flattops.

After the war *Monterey* was retired to the mothball fleet at Naval Shipyard Philadelphia, Pa. She was recommissioned January 1951 and assigned to Naval Air Training Command, Pensacola, Fla.

Since her recommissioning *Monterey* has played an integral part in the training of naval aviators, and more than 1800 students have qualified on her flight deck. Following her return to active duty *Monterey* has tallied over 21,000 landings and 1168 planes catapulted.



COMMENDED by CinCPac, fleet ocean tug USS *Abnaki* (ATF 96) steams into Pearl Harbor after months of towing and buoy-planting in Korean Theater.

Next Single-Stage Rocket

Viking No. 8, the Navy's next experimental single-stage rocket will be launched this summer at White Sands Proving Ground, Las Cruces, N. M.

The world's altitude record for single-stage rockets was established last August by the *Viking No. 7*, when it reached a record 135 miles, some 21 miles greater than the previous mark of a German V-2. Number 8 is expected to better the present altitude record by a considerable number of miles.

The new *Viking* will be different in appearance from its predecessors. Naval Research Laboratory scientists who conduct the White Sands Proving Ground experiments, have redesigned Number 8. It will be greater in diameter, slightly shorter and have fins about three-quarters the size of Number 7.

Considerably more fuel of liquid oxygen and alcohol will be carried to provide thrust for a longer period of time. The increase in fuel capacity will enable Number 8 to attain higher speed, which means a greater altitude. Its power plant will generate approximately 20,000 pounds thrust.

The Office of Naval Research has been probing the upper atmosphere since 1946 with single-stage rockets to obtain information on such factors as altitude, speed, temperature, and cosmic ray count. This data is sent by a telemeter installed in the nose section which sends data in the form of coded pulses by a radio link to the ground where the pulses are decoded and recorded in form suitable for analysis.

The aim of the Navy's rocket

launching program is to extend our existing knowledge of the physics of high-energy particles through high-altitude cosmic ray studies, and to study the physical state of the earth's atmosphere at high altitudes, including temperatures, pressures and densities. It is hoped the studies will reveal more information on the ionosphere and radiation.

So far, Navy scientists have measured pressures up to 100 miles from the earth's surface.

Helicopter Flight Decks for AHs

All hospital ships will soon be sporting a helicopter flight deck on their fantails. This addition will be the result of a successful six-week around-the-clock helicopter service between the Korean battle lines and the hospital ship USS *Consolation* (AH 15).

Anchored half a mile off Korea's east coast and more than 10 miles above the 38th parallel, *Consolation* received more than 400 patients from Marine, Army and Air Force helicopters in 23 landings. Only twice during the test period were the helicopters unable to fly, although many times the water was too rough for small boats that would normally have been used to bring patients from the mainland to the floating hospital.

Advantages of this air-to-ship medical service include rapid transportation of medical specialists to the battle-fronts and to other ships to check on unusual cases. During this experiment one neurosurgeon was flown from the ship to many parts of the battle-front to aid in the treatment of soldiers with head injuries.

Hot Thermometer Cooled

Knowledge of air temperatures under extreme conditions is an important factor in the world's expanding theater of operations. The trouble has been to keep the thermometer from getting too hot to measure the true temperature.

To help solve this problem the Naval Research Laboratory of the Office of Naval Research has developed a vortex thermometer which permits correct readings by planes flying at speeds up to 500 mph.

Because of the compression created as an aircraft passes through the air at high speeds, a thermometer extended into the air stream gets hot. To gauge true temperature you must cool the thermometer just enough so that it will read correctly at these high speeds.

The Navy's new thermometer is built into a metal tube which extends from the plane into the air stream. Within the tube, a spiral vane produces a whirling motion of air, or vortex. The center of this vortex is a region of lowered pressure, whose cooling effect just cancels the heating effect of the compression. When the aircraft goes faster, the heating effect is increased, but so is the cooling effect.

The growing need for meteorological data under varying conditions of temperature, pressure, and humidity, resulting from expanding operations by Naval aircraft at higher altitudes and speeds, and in polar regions, places emphasis on research for development of new principles and techniques to meet these conditions.

Chief Goes for 37

Michael Danko, CSC, usn, likes the Navy. After completing 31 years and two months' continuous active duty, Chief Danko shipped over for six more years.



Chief Danko

Currently serving on board USS *Grand Canyon* (AD 28), Chief Danko has seen duty in virtually every theater. He enlisted in the Navy on 27 Nov 1920 and got his recruit training at the Naval Training Station, Newport, R. I.



ALL WRAPPED up in his reading, Kenneth Carney, FT3, USN, gets the word from Stateside.

Mail Call Brings Sailor Letter 35 Feet Long

When Kenneth Carney, FT3, USN, answered mail call on board USS *Tarawa* (CV 40) not so long ago, he was in for a big surprise—a 35-foot letter from the folks back home.

Fifty-one friends and relatives from Massachusetts, New York, Connecticut and Vermont lumped their personal letters together into one king-size job.

Somewhat overwhelmed by the length of his letter, Carney estimates it will take him until 1955 to answer everyone.

Navymen Aid Flood Victims

Flood victims of the Mid-west received "all-out" help from many local naval activities and from Navymen, both Regulars and Reservists.

Reports coming in from the stricken area point up the Navy's effective participation.

At Sioux City, Iowa, for example, the Naval Reserve Training Center has been used by the city's Disaster Committee Center.

All Naval facilities at Omaha, Neb., were placed at the disposal of the local committee there and the Navy helped to house Army engineer personnel who aided in the disaster work.

Other Reservists in the St. Paul and Minneapolis area did emergency work and helped evacuate families. Naval personnel at Kansas City, Mo., and Olathe, Kan., also were alerted.

Food Goes Down in Arctic

Extra food, and plenty of it, is needed by the Navyman on Arctic duty. This need for more calories to replace the energy a man loses in frigid temperatures was proved in tests in the Navy's Micovex-52 exercises last winter in the Northwest Atlantic.

To sustain mental and physical efficiency dissipated by loss of sleep while standing night and day watches in the Arctic, the Navy added approximately 25 per cent more calories per day to the diet of each man during the exercises.

Watchstanders at exposed stations ate two extra meals each day. After a regular breakfast of fresh fruit, milk, eggs, meat and bread, men who stood watch from 0800 to 1200 were fed again at 1000.

One ship alone in the North Atlantic tests, with a crew of 1300, required 18 cooks, six bakers and 60 messmen. They handled 2,500 dozen eggs, 32,000 pounds of meat and 85,000 pounds of dry provisions. The 24-hour galley watch provided hot coffee and soup at all hours to personnel not directly exposed to the weather.

Whirlwind I Works Wonders

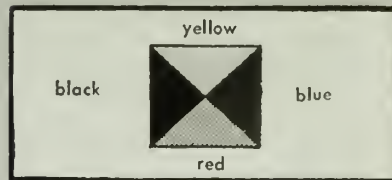
A lightning calculator called Whirlwind I is now in operation. Developed under the sponsorship of the Office of Naval Research, the huge device is the only large-scale computer of its kind in full operation in the U.S.

Whirlwind I can remember, act upon, and deliver arithmetic calculations at the rate of 20,000 times a second. By means of specially designed electrostatic storage tubes, a 16-digit number can be read into or out of the computer in 25 millionths of a second. All in all, Whirlwind I fills two large rooms.

What can such a machine be used for? During its tests, Whirlwind I was used to compute how proposed ultra-high-frequency television channels could best be assigned to various cities in the country. It helped produce instructions for automatic control of large machine tools. A long-range study is now under way to find the most efficient and economical means for pumping oil from subterranean reservoirs. An economy of one percent in oil production could amount to an eventual saving of millions of dollars.

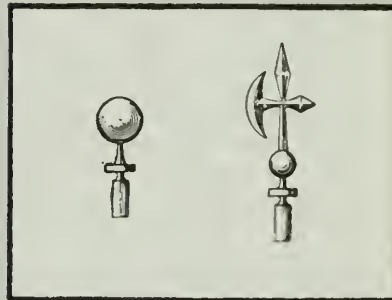
QUIZ AWEIGH

International alphabet flags and numeral pennants are used by the Navy for communicating and signaling by flaghoist. One such flag is pictured below. Can you identify it?



1. The flag is (a) Zebra (b) Charlie (c) Lave.

2. When flown from the foretruck, the flag signifies (a) general recall (b) boat recall (c) ship has ready duty.



3. Above are two brass devices for use on boat flagstaves. The ball on the left is for (a) captains (b) commanders (c) officers below commander.

4. The halberd at the right is for (a) the President and officials accorded 19 or more gun salutes (b) flag officers (c) captains.



5. The radarman's rating badge specialty mark (left) is composed of an arrow over which is superimposed a (a) PPI scope (b) B scope (c) A scope.

6. The sonarman's mark (right) also has an arrow and superimposed over it is a (a) projector dunes connector (b) pair of earphones (c) range indicator terminals.

ANSWERS TO QUIZ ON PAGE 53

Brief news items about other branches of the armed services.

★ ★ ★

PACKING PARACHUTES at the rate of one every two minutes, day and night, is the all-time record claimed by an airborne unit during a 15-month period of combat duty, when they packed a total of 300,000 'chutes in the Korean theater.

Members of the Army Quartermaster Parachute Maintenance Department, attached to the 187th Airborne Combat Team in Korea, not only carried out its original mission—packing and maintaining the 'chutes used by the combat team—but the maintenance unit has participated in combat jumps twice with the 187th. They also packed all of the cargo 'chutes necessary for the Army's wide-spread aerial supply of the mountainous battle zone.

The record total of parachutes packed would carry safely more than 90,000,000 pounds, approximately equal to the weight of a battleship like the *Missouri*.

★ ★ ★

A "CHAIN" RADAR SYSTEM is now in use for tracking guided missiles at the Army's proving grounds at White Sands, N.M.

Developed by the Army Signal Corps, the radar system consists of several radar stations spaced along the vast guided missile range. Master stations, located at the major missile launching areas, initiate signals when a missile is launched. As the missile travels along the course, information from the master station is relayed to the first relay station where it automatically brings the radar set "on-target" so that the set begins tracking the missile as soon as it zooms into range. This process is repeated from station to station—a sort of "passing the word along."

Information from all stations is also automatically and instantaneously relayed back to the master station where the missile's flight characteristics are observed and recorded. In addition, photographic records are made of the various radar dials and scopes.

At the terminal end of the missile's flight, radar automatically trains cameras with telescopic lenses on the missile as it plunges into the target. Records are thus made of the pay-off phase of the missile's flight.

SLEEPING BAGS STUFFED with chicken feathers will be keeping soldiers warm soon, reports the Army's Quartermaster Corps.

The new sleeping bag—which can double as a blanket for barracks use—will replace the more expensive wool sleeping bags now in use. The wool bag requires a water-repellent cover when used out-of-doors. The chicken feather insulated bag has no wool in its construction. Its outer cotton cover is wind-resistant and water-repellent. Tests show that it affords twice the warmth of a wool bag.

In field support areas, the combination device can be formed into a sleeping bag by means of a slide fastener closure.

Chicken feathers—long considered largely as waste material—are made usable by new methods for extracting the small feathers and for treating the feathers to remove odors and yet retain natural resiliency.

★ ★ ★

OPERATION SKYWATCH is the code name for an important part of America's air defense which makes use of 150,000 civilian volunteers organized in 36 States under the supervision of the U.S. Air Force.

Known as the Ground Observers Corps, the volunteer organization is now operating in 27 States on a 24-hour basis. But additional volunteers—civilians and inactive Reservists of the armed forces—are needed to bring the organization up to the desired strength of 500,000. At present it has 30 per cent of that number.

Aircraft sighted by GOC volunteers are reported by telephone to filter centers where the tracks of approaching planes are plotted and passed on to the nearest Air Defense Control Center. From this information, coupled with that received from radar, Air Force personnel track all aircraft in a specified area.

★ ★ ★

AN EIGHT-JET HEAVY BOMBER, the U. S. Air Force's new YB-60 has completed successfully its first flight test at Carswell Air Force Base, Texas. Details of the giant bomber and its performance are classified.

Only one photograph, shown here, has been released to the public, and further tests will not be made public because of security restrictions. The YB-60 is equipped with eight J-57-type turbo jet engines.



EIGHT-JET ENGINE heavy bomber, YB-60, is one of the newest planes to join Air Force. Details are classified.

SALVAGED from the battlefields of Korea, 17,600 miles of critically needed cable and wire, enough to gird two-thirds of the globe, have been recovered since April 1951 by the Army's Signal Corps. The recovery of the material from the rugged Korean terrain means a saving of \$2,000,000.

After the military situation became stabilized enough to permit the recovery of lines running to former positions, reclamation was undertaken by 11-man teams working in mine fields with the aid of map overlays charting mine positions. Much of the success of the operation was attributed by the Army to a system of assigning the recovery job to the same men who laid the field wires.

The project included recovery of field wire used for telephone, telegraph and teletype lines. Some has been restored to local service and the remainder shipped to Japan for rehabilitation or salvage.

★ ★ ★

UTILIZING THE HOT-PATCH principle of vulcanizing the inner-tube of a flat tire, the Army's Quartermaster Corps has found an idea easily transplanted to the Army chow line.

Used as flameless fuel to heat canned rations for infantrymen in the front lines, the "hot-patch" heating unit is wrapped around each can of food and ignited with a match. In a few minutes the contents of the can is heated to proper temperature. The new method, according to initial tests, is effective even if the content of the can is frozen solid.

Before development of this system, the Quartermaster Corps experimented with a variety of "fuel-tablets" for heating the soldier's combat rations. One disadvantage of the tablets was that, the flame had to be sheltered from the wind and, another, it did not always develop enough heat, especially if the ration was frozen. Also, the tablet's visual flame, smoke and combustion odors sometimes revealed the soldier's position.

★ ★ ★

HYDRAZINE, a new chemical compound, has two important uses: as a rocket propellant, and as a drug in the treatment of tuberculosis.

When hydrazine was discovered in 1946 to be highly effective as a rocket propellant, the Army-sponsored

large-scale manufacture of the compound for rocket experiments and practically all production went to the rocket research program.

The availability of the compound in large quantities has been a boon to medical researchers. Scientists working on new chemical agents to combat tuberculosis have since discovered that hydrazine, used in a new anti-tuberculosis drug, brought dramatic improvement in patients. Almost all test-patients showed improvement.

While the new drug is not considered a cure for tuberculosis, the Army's voluntary release of additional quantities of the compound into commercial channels will assure continuation of the medical researchers' experiments.

★ ★ ★

AN F-84 THUNDERJET, marking the three millionth measurement ton of military equipment for delivery under the Mutual Defense Assistance Program was hoisted on board *uss Tripoli* (TCVE 64) at Port Newark, N. J.

The Military Sea Transportation Service escort aircraft carrier was loaded with a cargo of F-84 jets consigned to Belgium and The Netherlands to bolster the strength of the North Atlantic Treaty Organization.

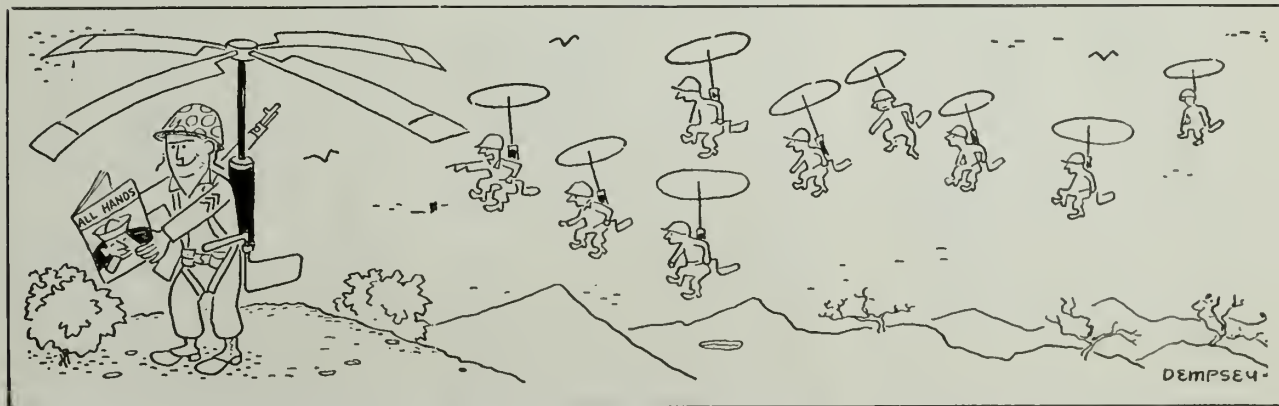
Since initiation of military shipments began in March 1950 more than 9,000 tanks and combat vehicles, 35,000 motor vehicles, 800,000 small arms and machine guns, 12,000 pieces of artillery and some 300,000 rounds of ammunition have been supplied to NATO and other friendly countries.

★ ★ ★

A TINY, EARRING-LIKE DEVICE attached to one's ear may end a pilot's worries about lack of oxygen. The unique warning device was developed by the Air Force's Aviation Medicine Branch.

Operating on an electric eye principle, the warning device uses the ear lobe as a light filter. It is activated by the slightest change in the oxygen content of the blood since blood lacking in oxygen changes to dark red.

The device is connected by wire to the plane's instrument panel. When a photoelectric eye detects the blood's color change, a red light flashes brightly on the instrument panel, warning the pilot of impending danger and the possibility of passing out.



PASS THIS COPY ALONG—If you don't, nine other guys will be kept up in the air about what's going on.

THE BULLETIN BOARD

Enlistments Involuntarily Extended for Nine Months By New Alnav, 11-52

Enlistments of certain members of the Regular Navy and Marine Corps and their Reserve components have been involuntarily extended for a nine-month period pursuant to Presidential Executive Order issued in accordance with an Act of Congress of 27 July 1950, as amended. Details of these extensions are contained in Alnav 11-52 (NDB, 30 Apr 1952).

Personnel subject to this action are EMs whose enlistments were scheduled to expire between 1 July 1952 and 1 July 1953.

Persons exempted from the above extensions are:

- Those whose enlistments were voluntarily extended under conditions where the effective date of the voluntary extension is on or after 28 July 1950.
- USNEV and USMCV.
- Those who have once been involuntarily extended.

This new involuntary extension will not apply to those who voluntarily extend or reenlist. Such persons are governed by BuPers Circ. Ltr. 84-51 (NDB, January-June 1951), which provides for reenlistments of four and six years and voluntary extensions of one, two, three and four years.

Those persons who voluntarily reenlist or extend the enlistments, moreover, may be paid the usual reenlistment allowance or bonus, mileage, and lump-sum payment for unused leave, provided they are entitled to such payments and allowances. Full information on reenlistments and voluntary extensions, along with a table of payments and benefits, is contained in BuPers Circ. Ltr. 84-51. This letter is discussed in ALL HANDS, September 1951, pp. 54 and 55.

Personnel who are otherwise subject to the involuntary extension of enlistment and choose to reenlist under the provisions of Circ. Ltr. 84-51 may be granted reenlistment leave at the convenience of the com-



"The ship's mascot just got transferred!"

mands to which they are attached. Under present provisions, however, personnel are authorized to reenlist on board only. Therefore, they may not be transferred for reenlistment leave (with permission to report upon completion of leave to the receiving station nearest their leave address).

Members of the USN, USNR, USMC, and USMCR, who are not qualified in all respects for reenlistment may not reenlist or voluntarily extend their enlistment. They will, however, be involuntarily extended under the terms of Alnav 11-52.

NROTC Main Source of Regular Navy Officers

The major source of Regular Navy officers today is not the Naval Academy—as is commonly believed—but the NROTC program.

The NROTC program, on the other hand, is not the Navy's major source of Reserve officers today. That distinction goes to the Navy's OCS program. A detailed explanation of these programs and the opportunities they offer enlisted personnel is contained in ALL HANDS, February 1952, pages 6 to 11.

More than 400 enlisted men on active duty with the Navy, Marine Corps, and their Reserve components, were selected during February for further processing for the Naval Reserve Officers Training Corps four-year college program; 200 of

Air Parcel Post Limited To Two Pounds, 30 Inches In Both Length and Girth

The size and weight of air parcel post packages addressed to military and civilian personnel overseas have been drastically reduced because of the heavy volume of such parcels and the lack of space in military and civil aircraft.

A backlog of over 300,000 pounds of air parcels has accumulated in recent months, with the result that ship-borne parcel post has reached men in foreign service more quickly—in many instances than parcels routed by air.

Effective 15 March, packages must not exceed two pounds in weight and 30 inches in length and girth combined. Formerly, packages weighing up to 70 pounds and with a combined length and girth of 100 inches could be sent abroad by air.

The restrictions apply to all parcels to be sent via air parcel post to Navy and Marine Corps units, in care of Fleet Post Offices at New York and San Francisco and to Navy numbers in care of the Postmaster, Seattle, Wash.

The limitations will not apply to parcels shipped via surface vessels. There will be no change in the dispatch of air letter mail to overseas personnel.

this group will be appointed under USNR and finally be sent to college. This program leads to commission in the Regular Navy or Marine Corps.

NROTC also operates a "contract student" program which offers reserve commissions in the Navy or Marine Corps.

The Naval Academy program for enrollees in this year's class moved ahead last month when qualified USNA candidates (including enlisted men on active and inactive duty) participated in competitive examinations designed to select those most qualified to enroll in the Naval Academy.

Here's Latest Information on Discharge or Release of Enlisted Personnel

Separation schedules for enlisted members of the Regular Navy and Naval Reserve veterans (as defined by Alnav 37-51) now on active duty are contained in a new directive, Alnav 12-52 (NDB, 30 Apr 1952).

These schedules reduce somewhat the obligated active service of certain Regular Navy enlisted personnel whose periods of enlistment were involuntarily extended for 12 months under the provisions of Alnav 66-

51 or will be extended for 9 months under the provisions of Alnav 11-52.

Alnav 12-52 also provides for the rephasing of certain veteran Naval Reservists from 16 to 12 months for those in a non-drill pay status, and from 22 to 18 months for those in a drill pay status.

Listed below are the schedules for the three categories of enlisted personnel whom the latest Alnav concerns:

Regular Navy Enlisted Personnel

<i>Month of Normal Expiration of Enlistment</i>	<i>Month Eligible for Separation</i>
Prior 1 March 1952	(In Accordance schedule para. 3, Alnav 62-51)
March 1952	February 1953
April 1952	March 1953
May 1952	March 1953
June 1952	April 1953
July 1952	April 1953
August 1952	May 1953
September 1952	June 1953
October 1952	June 1953
November 1952	June 1953
December 1952 through June 1953	July 1953

Naval Reserve Veterans Not Receiving Drill Pay At Time of Receipt of Orders to Active Duty

<i>Month Placed on Active Duty</i>	<i>Month Eligible for Separation</i>
Prior 1 September 1951	(In Accordance schedule para. 1, Alnav 73-51)
September 1951	December 1952
October 1951	December 1952
November 1951	December 1952
December 1951 and thereafter	After 12 months' service on active duty

Naval Reserve Veterans Receiving Drill Pay at Time of Receipt of Orders to Active Duty

<i>Month Placed on Active Duty</i>	<i>Month Eligible for Separation</i>
Prior 1 July 1951	(In Accordance schedule para. 2, Alnav 73-51)
July 1951	April 1953
August 1951	April 1953
September 1951	May 1953
October 1951	May 1953
November 1951	June 1953
December and thereafter	After 18 months' service on active duty

Enlisted personnel in categories other than those listed above are to be separated in accordance with schedules contained in Alnav 62, 69, 73 and 109—each of 1951.

Here is a brief rundown of certain classes of personnel subject to

one or more of the above four Alnavs:

- Fleet Reserve EMs are to be separated on the date they complete 24 months' active duty as a Fleet Reservist since 25 June 1950 unless they become eligible for separation

at an earlier date due to transfer to the Retired List.

- Regular Navy and Fleet Reserve EMs in receipt of an authorization to transfer to the Retired List are to be separated on the date preceding the date of transfer to the Retired List.

- Naval Reserve class V-13 EMs are to be separated on the date they complete 24 months' active duty since 25 June 1950.

- Enlisted Reservists who were on continuous active duty in the Reserve program on 25 June 1950 and while so serving were subsequently transferred to active duty in the Regular establishment are to be separated on the date they complete 24 months' continuous active duty. Time is computed from 1 July 1949 or from the date they were placed on continuous active duty in the Reserve program — whichever is later. However, veteran personnel in this category who were not receiving drill pay at the time of receipt of orders to active duty in the Reserve program are to be separated in accordance with the phasing schedule outlined above for veterans in a non drill pay status.

- Non-veterans who were receiving drill pay at the time of receipt of orders to active duty will continue to serve on active duty for a period of 24 months.

- Non-veterans who were not receiving drill pay at time of receipt



"Need a few men to clean the bilges out—think you can get 'em?"

of orders to active duty will continue to serve on active duty for a period of 22 months.

• Enlisted Reservists eligible for separation by reasons other than expiration of enlistment who, subject to approval of the commanding officer, voluntarily execute requests to remain on active duty for a specified period of time (or until their ship returns to the continental U.S.) may be continued on active duty and retained on board provided they have sufficient obligated service. Those not having sufficient obligated service and who desire to remain on active duty must reenlist or voluntarily extend their enlistments in the Naval Reserve. In this event they shall be retained on active duty for an additional minimum period of one year.

In any event, separation dates enumerated above do not apply to personnel who voluntarily remain on active duty, are hospitalized or are otherwise undergoing medical treatment or who are in a disciplinary status.

(Alnavs 62, 69 and 73 of 1951 were covered in ALL HANDS, September 1951, pp. 42 and 43. Alnav 109 was discussed in ALL HANDS, December 1951, p. 41.)

Alnavs and BuPers circular letters pertaining to separation of enlisted personnel are being consolidated and, where necessary, revised. These revised instructions will be ready for promulgation in the near future.

Highline Transfer Works for Appendicitis Victim

When the hospital corpsman of frigate *uss Everett* (PF 8) passed the word that John D. Banghart, FN, USN, was suffering from a severe attack of appendicitis, there was concern among many of his shipmates. *Everett* was a long way from land, they realized, and even longer from the nearest hospital.

But the older Navy hands were thinking in other terms: "Where is the nearest doctor-carrying ship?"

In the pilot house the commanding officer of this ship was determining just that. A three-hour run at full speed would put his ship alongside *uss Valley Forge* (CV 45).

Motion Pictures Available to Ships, Overseas Bases Listed for Distribution

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Brooklyn 1, N.Y., is published for the convenience of ships and overseas bases. Program number follows the title of each picture. Technicolor films are designated by (T). Distribution of the following films began in April.

ALL HANDS will carry new listings from time to time of motion pictures obtainable from the Navy Motion Picture Exchange.

Room for One More (855): Comedy; Cary Grant, Betsy Drake.

I'll Never Forget You (856)(T): Melodrama; Tyrone Power, Ann Blyth.

Scandal Sheet (857): Melodrama; John Derek, Broderick Crawford.

On Dangerous Ground (858): Melodrama; Ida Lupino, Robert Ryan.

Another Man's Poison (859): Drama; Bette Davis, Gary Merrill.

Boots Malone (860): Drama; William Holden, Johnnie Stewart.

Japanese War Bride (861): Drama; Don Taylor, Shirley Yamaguchi.

A Girl in Every Port (862): Comedy; Marie Wilson, Groucho Marx.

This Woman is Dangerous (863): Melodrama; Joan Crawford, Dennis Morgan.

Woman in the Dark (864): Melodrama; Penny Edwards, Ross Elliott.

Drums in the Deep South (865): Drama; James Craig, Barbara Payton.

Phone Call from a Stranger (866):

Drama; Gary Merrill, Shelley Winters. *The Invitation* (867): Drama; Van Johnson, Dorothy McGuire.

Cloudburst (868): Melodrama; Robert Preston, Liz Sellers.

Indian Uprising (869): Western; George Montgomery, Audrey Long.

With a Song in My Heart (870)(T): Musical; Susan Hayward, Rory Calhoun.

Seven Days to Noon (871): Melodrama; Barry Jones, Olive Sloane.

Slaughter Trail (872): Western; Brian Donlevy, Virginia Grey.

Return of the Texan (874): Melodrama; Dale Robertson, Joanne Dru.

Hold That Line (875): Comedy; Leo Gorcey, Huntz Hall.

Viva Zapata (876): Drama; Marlon Brando, Jean Peters.

The First Time (878): Comedy; Robert Cummings, Barbara Hale.

A Tale of Five Women (879): Drama; Bonar Colleano, Gina Lollobrigida.

Something to Live For (880): Drama; Ray Milland, Joan Fontaine.

Las Vegas Story (881): Drama; Jane Russell, Victor Mature.

The Big Trees (882) (T): Melodrama; Kirk Douglas, Patrice Wymore.

Red Skies of Montana (883) (T): Drama; Richard Widmark, Constance Smith.

Retreat Hell (884): Drama; Frank Lovejoy, Richard Carlson.

Man Bait (855): Drama; George Brent, Marguerite Chapman.

Aladdin and His Lamp (886): Adventure; Patricia Medina, John Sands.

Pride of St. Louis (893): Melodrama; Dan Dailey, Joanne Dru.

When in Rome (894): Drama; Van Johnson, Paul Douglas.

My Six Convicts (895): Drama; John Beal, Milland Mitchell.

African Queen (896) (T): Adventure; Humphrey Bogart, Katherine Hepburn.

Flesh and Fury (897): Melodrama; Tony Curtis, Jan Sterling.

Talk About a Stranger (898): Melodrama; George Murphy, Naney Davis.

Rose of Cimarron (899): Melodrama; Jack Buettel, Mala Powers.

Bugles in the Afternoon (900) (T): Melodrama; Ray Milland, Helena Carter.

Anything Can Happen (901): Comedy; Jose Ferrer, Kim Hunter.

Lydia Bailey (902) (T): Melodrama; Dale Robertson, Anne Francis.

Weekend With Father (903): Comedy; Van Heflin, Pat Neal.

The Girl in White (904); Drama; June Allyson, Arthur Kennedy.

Geisha Girl (905): Melodrama; Bill Andrews, Archer McDonald.

Steel Town (906): Melodrama; Ann Sheridan, John Lund.

Although it was a cold and overcast day, the sea was slight-to-moderate and the full speed run didn't shake up the patient. As the frigate steamed in position off "Happy Valley's" starboard quarter, the deck forces of the two ships prepared to rig for a highline transfer.

Minutes later a sturdy highline spanned the two ships. This line supported an elaborate boatswain's chair. Banghart was secured in the chair and started on his way. On board the carrier he was taken to the operating table where skilled hands quickly removed the troublesome vermiform appendix.

BuPers Announces List of Advancements to Acting Chief Petty Officer

Advancement of 2,642 first class petty officers to chief petty officer, acting appointment (temporary), has been authorized.

The first class POs selected for advancement were those with the highest multiple standings in their respective ratings, as compiled from the scores in the Navy-wide competitive examinations conducted last January.

BuPers Circ. Ltr. 71-52 (NDB, 30 Apr 1952), which lists the names, service numbers and respective standings of the successful candidates, authorizes commanding officers to advance these men provided they are in all respects qualified and eligible. Such advancements were to be effective not earlier than 16 June 1952, nor later than 16 Aug 1952.

All the advancements are temporary and subject to the provisions of BuPers Circ. Ltr. 181-50 (NDB, July-December 1950).

Naval Reservists, indicated on the list by the letter "R" after their service number, will be advanced to the appropriate emergency service rating in which they are serving.

Besides the 2,642 advancements, there were approximately 5,500 other candidates who successfully passed the examinations but who could not be selected due to budgetary and pay grade limitations. Further advancements may be authorized from this group, however, when future conditions permit. Those of this group whose advancements are not authorized prior to the next examination for pay grade E-7, will be required to re-compete for advancement.

Regular Navy personnel who competed successfully and whose final multiple was high enough to be re-advanced to pay grade E-7 under the provisions of BuPers Circ. Ltr. (NDB, 31 Jan 1951), are included in the promotion list. Included in this category are those who reenlisted in the Regular Navy in a pay grade lower than the pay grade in which they were discharged. Also, personnel of this category now in pay grade E-5 or lower who passed, but failed to stand high enough for selection within the established quotas for pay grade E-7, will be

Going up! Who can Make it 100 Per Cent

Off-duty study for advancement in rating paid off for 87.5 per cent of all candidates on board USS *Eversole* (DD 789) who went up for the January examinations.

In spite of seven months' tour of combat duty with Task Forces 77 and 95 in the Korean conflict, the 105 men in *Eversole* who made the extra effort to find time to study for higher pay grades were rewarded with promotions.

authorized by individual letters to commanding officers, to be advanced to pay grade E-6.

Listed below are the number of men advanced in each E-7 acting appointment (temporary) rating:

Aviation Boatswain's Mate,	
AB	28
Air Controlman, AC	30
Aviation Machinist's Mate, AD ..	74
Aviation Electrician's Mate, AE ..	56
Aviation Photographer's Mate,	
AF	3
Aerographer's Mate, AG	12
Aviation Storekeeper, AK	29
Aviation Electronicsman, AL	42
Aviation Structural Mechanic,	
AM	29
Aviation Ordnanceman, AO	20
Aviation Electronics Tech, AT	90
Boatswain's Mate, BM	187
Boilerman, BT	25
Builder, BU	9
Driver, CD	16
Construction Elec Mate, CE	7
Mechanic, CM	9
Commissaryman, CS	42
Communications Technician,	
CT	84
Damage Controlman, DC	29
Disbursing Clerk, DK	14
Draftsman, DM	3
Dental Technician, DT	16
Electrician's Mate, EM	130
Engineman, EN	117
Electronics Technician, ET	117
Fire Controlman, FC	19
Pipefitter, FP	13
Fire Control Technician, FT	22
Gunner's Mate, GM	104
Hospital Corpsman, HM	124
I. C. Electrician, IC	12
Instrumentman, IM	2
Journalist, JO	3

Lithographer, LI	4
Machine Accountant, MA	12
Metalsmith, ME	15
Molder, ML	1
Machinist's Mate, MM	89
Mineman, MN	12
Machinery Repairman, MR	10
Musician, MU	7
Opticalman, OM	1
Photographer's Mate, PH	16
Printer, PI	1
Patternmaker, PM	1
Personnel Man, PN	51
Parachute Rigger, PR	9
Quartermaster, QM	325
Radarman, RD	35
Radioman, RM	111
Steward, SD	33
Ship's Serviceman, SH	21
Storekeeper, SK	120
Sonarman, SO	28
Surveyor, SV	None
Steelworker, SW	3
Tradesman, TD	10
Teleman, TE	49
Torpedoman's Mate, TM	16
Utilities Man, UT	3
Yeoman, YN	142

Marks attained by personnel who competed but whose names do not appear on the list may be obtained by submitting requests to the Chief of Naval Personnel (Attn: Pers-E3b). However, such requests must be made in letter-form as prescribed by Enclosure "B" of the circular letter. Information as to whether the candidate passed or failed the examination will be indicated by the letters "P" or "F", and failure of one or more operational tests, where applicable, will also be indicated.



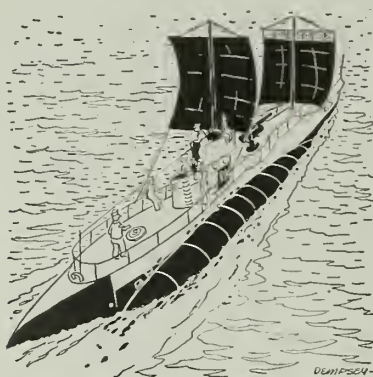
"Where have you been, Snerd—I've been looking all over for you?"

Sailboat Submarine

When the Navy, in the spring of 1921, received word of a tugboat missing in the Pacific, the submarine USS R-14 was dispatched to the area. While conducting an exhaustive search far at sea, R-14 ran out of fuel. This would pose somewhat of a predicament even in the face of modern methods and facilities for dealing with such a situation, but in our Navy of some 30 years ago necessity often became the parent of ingenuity. So it was with the officers and men of R-14.

Following a brief consultation of all hands, the crew went to work breaking out an odd assortment of gear including blankets, hammocks, bunks, curtain rods from the officers' quarters, and a ramrod of a 3-inch gun. In short order, the sub was transformed into a veritable windjammer.

With the radio mast serving as a mainmast, and the torpedo loading davit as a foremast, a dozen hammocks were rigged as a foresail. Five bunks formed the tip boom, and the ramrod the lower boom. Eight blankets were rigged as a mainsail, with the one-inch curtain rods serving as



top and lower booms. Miscellaneous sections of pipe completed the strange but, as it proved, practical array.

R-14, with blankets and hammocks flapping in the moderate breeze, managed to average about two knots over better than a 100-mile course into Hilo Bay, Hawaii, where the weird-looking craft was greeted with wondering eyes.—E. J. Jeffrey, JOC, USN.

Responsibility of Claimants for Dependent Travel Cited

Regulations on filing claims for reimbursement for travel expenses of dependents have been revised in BuPers-BuSandA joint letter of 11 Mar 1952 (NDB, 31 Mar 1952).

The purpose of the new regulations, which became effective 1 May, is to prevent improper claims and discourage claims of doubtful validity.

Naval personnel applying for reimbursement must now sign a certified statement showing full address of dependents at the time orders for change of permanent duty station were received. Also, the statement must show the full address of dependents at new duty station and the date of their arrival.

Upon signing the Voucher for Reimbursement for Expenses Incident to Dependents Travel (Nav. S. and A. Form 912 and 913), applicants will be advised that they become legally responsible for the accuracy of their statements. Disbursing offi-

cers will not accept a claim form signed in blank.

Claims for travel of dependents of members who are discharged or released to inactive duty will be forwarded to the Bureau of Naval Personnel for approval. Settlement of claims for dependents' travel will not be effected by local disbursing officers when such claims are submitted by members who are no longer on active duty.

Local commands will from time to time select claims for the purpose of verifying the accuracy of the member's certification of locations and dates on which the dependents' travel was actually performed. Also, the Navy will continue to review copies of paid claims periodically to assure that all the requirements of law and regulations have been met.

All other provisions for claims of dependents' travel as outlined in *Navy Travel Instructions*, paragraphs 8152-4 and 5, and the member's responsibility as outlined in BuPers Circ. Ltr. 162-51 (NDB, 30 Sept 1951), remain in effect.

Naval Academy Candidates To Take Examinations for Preparatory School 7 July

Qualified enlisted personnel may now be nominated by their commanding officers to participate in the Navy-wide examination for entrance to the U. S. Naval Preparatory School as candidates for appointment to the Naval Academy by the Secretary of the Navy. The examinations will be held 7 July 1952.

Enlisted men of the Regular Navy and Marine Corps, and members of the Reserve components who are serving on active duty (except training duty) at the time of the July examination, are eligible for consideration for nomination, according to BuPers-MarCorps Joint Ltr. of 3 Apr 1952 (NDB, 15 Apr 1952). Candidates will be selected and examined in accordance with the provisions of *BuPers Manual* Articles C-1203, D-2308 and D-2309, and Marine Corps General Order 40.

Transfer to the Preparatory School can not be effected unless the candidate has obligated service to at least 1 July 1953. To qualify, a man may extend his enlistment for a minimum of one year in accordance with BuPers Circ. Ltr. 84-51 (NDB, January-June 1951), or *MarCorps Manual* para. 5550.

This year's class at the Preparatory School will begin about the first week in September. The course of instruction will last 28 weeks. At the end of the course the top 160 graduates will be appointed to the Naval Academy by SecNav.

The candidates' application forms (NavPers 675) with the examination grades should be forwarded by commanding officers via air mail to the Chief of Naval Personnel (Attn: Pers-C1214) in accordance with *BuPers Manual*, Art. D-2309 (3). The examinations should be forwarded via regular mail as soon as possible after 7 July in order to expedite processing by the Bureau of Naval Personnel.

There are several recommended texts obtainable from naval sources which are useful in preparing for the preliminary exams. These are listed in BuPers Circ. Ltr. 14-52 (NDB 31 Jan 1952).

Enlistment or Reenlistment In the Regular Navy May Mean Advancement in Rate

Personnel who enlist or reenlist in the Regular Navy under continuous active service conditions may be considered for advancement to rates for which they qualified through service-wide competitive examinations during their previous USN enlistment or USNR tour of *active duty*.

In accordance with BuPers Circ. Ltr. 15-52 (NDB, 31 Jan 1952), personnel who reenlist in the Regular Navy under the continuous *active service* conditions, may now be considered for advancement provided they meet certain requirements.

Former USN personnel must:

- Reenlist in the Regular Navy within three months from date of discharge from the preceding USN enlistment, and;

- Have passed all phases of service-wide competitive examinations for appropriate general service rates in the previous Regular Navy enlistment, and,

- Have been included among those whose advancements were authorized, but who were transferred for discharge prior to the date on which advancement could be effected, and otherwise have maintained *full eligibility* for advancement except for the intervening transfer to a separation activity for discharge.

Former members of the Naval Reserve must:

- Enlist in the Regular Navy within three months from date of separation from a tour of *not less than one year of active duty*. (Qualifying service includes both active naval service in the regular establishment and continuous active duty (CAD) in an Active Naval Reserve (ANR) billet.)

- In addition, the former Reservist must have been fully eligible for enlistment in the pay grade of his permanent rate and for advancement to pay grade of the temporary rate held at time of separation from the prior tour of active duty. This includes completion of substantiating examination required by BuPers Circ. Ltr. 8-51 (NDB, Jan.-June 1951).

Eligible candidates must submit their requests for advancement within three months from the date of

Latest on Submitting New Officer Data Card

New instructions covering the Officer Data Card (NavPers 340—Rev. 10-51) have been set forth in BuPers Circ. Ltr. 32-52 (NDB 29 Feb 1952.) The revised card now contains spaces for additional information required from naval aviator and aviation pilots. Also, in the section of the card where *next duty desired* is to be listed, the term "Advance Base" has been changed to "Foreign Shore Duty."

Instructions specify that the data cards are required of all officers, commissioned and warrant, and from aviation pilots; that the cards should be submitted to BuPers directly, with the exception of aviation pilots who submit directly to DCNO (Air). Two copies are to be submitted by aviation and submarine personnel, while one copy only is to be submitted by all other officers.

(Although aviation pilots have been requested for some time to submit data cards, the limited number of cards submitted indicates that many APs have been unaware of this requirement.)

A space for an AP to list his date of expiration of enlistment is also contained on the revised card.

The additional information to be listed by Naval Aviators and APs comes under the heading of "Approximate Pilot Hours Last Five Years." Spaces are here for listing type of plane, number of hours, total Navy pilot hours, civilian pilot hours, service group and instrument card.

In the spaces listed as "Foreign Shore Duty," all officers should in-

dicade preference for shore duty outside the U.S. *which for rotational purposes is countable as sea duty.*

In this connection, the *BuPers Manual* (Article C-5102) states that "for rotational purposes foreign-shore duty is divided into two classes: (a) *Desirable locations* are considered the same as shore duty in the U.S.; (b) *Other locations* are designated as foreign-shore duty and may be combined with sea duty in one cruise for rotational purposes."

A standing list of locations constituting "foreign shore duty" (as duty for rotational purposes) has not been disseminated. Such a list would continually be changing—brought about by varying sea-and-shore rotational balances not only for the various staff corps and the line, but also for the different grades within the various staff corps and the line. In short, what for one officer would "rotationally" be considered "foreign shore duty" would, for another officer, "rotationally" be considered the same as stateside shore duty.

In the "Sea Duty" column on the reverse side of the card, all officers will continue to include all duty served ashore outside the U.S. regardless of whether it is considered shore or sea duty for rotational purposes.

The new directive invites attention to Article B-2205, *BuPers Manual*, which points out the value to individual personnel of submitting the Officer Data Card to BuPers annually and when significant changes occur, since the cards are used in determining future duty.

their enlistment or reenlistment in the Regular Navy. The commanding officer's endorsement on the request must verify that the candidate has maintained his eligibility for the requested advancement, except for the intervening transfer for separation from active duty and in so far as practicable the other required information.

Requests should be forwarded via the commanding officer to the Chief

of Naval Personnel (attn: Pers-B223).

If within pay grade and rating structure limitations which then may be in effect, advancements to the appropriate pay grade may be authorized by BuPers through the procedures of Circular Letter 15-52, but advancement to E-5 and above will be *temporary* advancements as prescribed in BuPers Circ. Ltr. 181-50 (NDB, January-June 1950).

Navy's Policy of Ordering Released Personnel to Active Duty Restated

Can Reserve officers and enlisted personnel who have been released to inactive duty be ordered again to active duty?

The Navy Department's basic policy regarding the ordering to active duty of Naval Reservists who have been released to inactive duty is established for three categories of Reservists by BuPers Circ. Ltr. 58-

52 (NDB, 15 Apr 1952).

An exception to the following categories is that in time of war or a national emergency, which has been *declared by Congress*, as provided by Section 21 of the Universal Military Training and Selective Service Act of Public Law 51 (82nd Congress), any Reservist can be called to the colors. It should be noted, however, that the present state of national emergency was declared by the President and not by Congress.

- Category 1 — Reservists who are *veterans* of World War II and who have served 17 months or more active duty since 25 June 1950 *will not again* be ordered to active duty for periods in excess of 30 days without their consent.

The definition of a *veteran* in this category, according to Public Law 51, is "any member of the inactive or volunteer Reserve who has served on active duty for a period of 12 months or more in any branch of the armed forces between the period 7 Dec 1941 and 2 Sept 1945."

- Category 2 — Included in this category are those non-veterans who were released or discharged from continuous active duty as Regular or Reserve members in any branch of the armed forces since 25 June 1950 under the current separation instructions of the armed forces. The Navy's announced policy concerning personnel in this category is that although there are no similar legal restrictions on the involuntary ordering to active duty of other categories of Naval Reservists, it is the current policy of the Navy Department *not* to involuntarily order to active duty for periods in excess of 30 days any Naval Reservist who was released or discharged from continuous active duty as a Regular or Reserve member since 25 June 1950.

- Category 3 — Regular and Reserve personnel who were released or discharged from continuous active duty since 25 June 1950 and who become members of the Organized Reserve will not be ordered to active duty without their consent.

Those in each of the above categories, it should be noted, *are*, however, subject to orders to active duty in the event of a national emergency declared by Congress.

Protect Your Dependents by Having Correct Record of Emergency Data on File

As a result of recent legislation the Record of Emergency Data (DD Form 93-1 Jan 1950) has been revised. The revision was made to enable servicemen to furnish the Navy Department with certain information that is required by law should the Navy be called upon to pay death benefits to your dependents.

The new form is known as DD Form 93 (1 Feb 1952). It is one of the most important pages of your service record, and it should, at all times, contain up-to-date and correct information if your dependents are to receive quick service in the event of an emergency.

Your DD Form 93 should be *corrected without delay* when a major change in your status occurs, such as dependent's change of *permanent* address, marriage, births, divorce, promotion from enlisted rating to officer rank, reenlistment, or upon reporting for active duty.

If there has been *no change* in your status since DD Form 93 (1 Jan 1950) was completed, the revised form of 1 Feb 1952, should *not* be filled out.

Unfortunately, some naval personnel who became casualties were careless and negligent in keeping this Emergency Data up-to-date. As a result their dependents were needless victims of delay.

Here are some of the important facts you should know about the data to be furnished on your Emergency Data DD Form 93:

- Your wife's name and permanent address must be shown even though you may be divorced or legally separated when you are required to pay alimony or support.

- If your dependent and/or beneficiary is in the class of guardian, you are required to indicate whether step-parent, foster parent, "in loco parentis," guardian or adopted parent.

- If you do not wish to designate a beneficiary to receive the six months' pay death gratuity, you should state in your own handwriting the following: "I decline to designate any person to receive this payment." Only your relatives, desig-

SONGS OF THE SEA



Blow The Man Down

Oh, blow the man down, boys, blow the man down,
Way ay, blow the man down!
Oh, blow the man down in Liverpool town,
Give me some time to blow the man down!

As I was walking down Paradise Street,
A brass-bound policeman I happened to meet.

Says he, "You're a Black Baller by the cut of your hair,
I know you're a Black Baller by the clothes that you wear."

"Oh policeman, policeman, you do me great wrong,
I'm a Flying Fish sailor just in from Hong Kong."

They gave me three months in Walton Gaol,
Way, ay, blow the man down!
For booting and kicking and blowing him down,

Give me some time to blow the man down!
—Old Sea Chantey.

nated by you, are eligible to receive payment without proof of dependency.

It is advisable to study the Emergency Data Form DD 93 (1 Feb 1952) and the instructions on the reverse side. For additional details and instructions for proper execution of the revised form, BuPers Circ. Ltr. 47-52 (NDB, 31 Mar 1952) provides procedures for office and enlisted personnel of all categories. Another source of information for Navymen will be found in *BuPers Manual*, Art. B-2312, and for marines, refer to *MarCorps Manual*, Para. 11223. It is *your responsibility* to maintain a complete and accurate Emergency Data form.

New Pamphlet Lists Pubs Essential to Advancement

As every EM knows, one of the requirements for advancement in rating is the successful completion of Navy Training Course, if there is one available pertaining to your rate. In addition, there are various miscellaneous training publications which also are valuable in preparing for advancement.

These various training courses and training publications — all of which are used as source material for professional and military advancement in rating exams—are listed by title in a new pamphlet. The title of the pamphlet is *Training Courses and Publications for General Service Ratings* (NavPers 10052).

Wide distribution is being given this guide. It is now going to practically the same naval addresses as ALL HANDS at the rate of one for every 25 EMs.

This pamphlet serves a two-fold purpose. It helps a person select the most appropriate training publications for use in preparing for advancement in rating. It also specifies the Navy Training Courses which Enlisted Personnel must complete before advancement to a higher rate.

Issuance of the new pamphlet is announced in BuPers Circ. Ltr. 54-52 (NDB, 30 Apr 1952). The list of training courses and publications it contains supersedes the previous list (which was contained in ALL HANDS, January 1950, pp. 52-53.)

HOW DID IT START

Loran

The art of navigation was born when primitive man first observed that certain objects would float without sinking. Heavenly bodies undoubtedly were the sole guide of early sailors who dared venture beyond sight of land. In the 12th century the mariner's compass, though crude, was introduced. Later came the perfection of the compass as an exact instrument. Coast lines were mapped. Depths and shallows of the seas were sounded. Astronomical tables became more accurate. Mechanical aids such as the sextant came into being. And so on down through the centuries navigational equipment and systems have developed into the almost magical aids available to the present day mariner.

Of modern navigational devices, perhaps the most dependable and efficient is the system known as Loran. Developed during World War II, Loran, simply, is a method enabling navigators to establish the position of their ships or aircraft by determining a "fix" based on the reception and plotting of special radio signals from transmitting stations of known position.



The word Loran is formed by combining the initial letters of LONG RANGE Navigation. Loran's great advantage over all other aids to navigation is that the system is operative day and night regardless of clouds, storms, or other weather conditions which might prevent position finding by sighting landmarks or shooting the sun or stars.

Disabled Personnel May Buy Special Form of Insurance

Navymen who are released from active duty on or after 25 Apr 1951 and who are suffering from service-connected disabilities may now apply for a special form of National Service Life Insurance.

To be eligible to purchase the new type NSLI policy the veteran suffering with a service-connected disability must have been discharged under conditions other than dishonorable and be found by Veterans Administration to be suffering from a disability which would entitle him to compensation of 10 per cent or more in degree.

This special insurance is a form of NSLI available on the following plans: Five-Year Level Premium Term, Ordinary Life, 30-Payment Life, 20-Payment Life, 20-Year Endowment, Endowment at Age 60 and Endowment at Age 65. The selected plan may be bought in amounts from \$1,000 to \$10,000. However, if the veteran is found

by the VA to be totally disabled, he cannot purchase the endowment plans. If he is carrying a standard policy of less than \$10,000, he may purchase the new type policy, but the total of insurance can not exceed \$10,000.

Applications for this insurance must be made within one year from the date the Veterans Administration determines the applicant's disability to be service-connected. The policy selected will be issued upon the same terms as the standard NSLI except for certain differences in premium rates, and cash, loan, paid-up and extended values.

The same privileges of designating or changing beneficiaries and of selecting or changing the optional settlements are allowed in the new type policies as exist in the older standard forms of NSLI.

The VA pamphlet No. 9-8 gives the nonparticipating premium rates for the new policies. Additional details of the new NSLI plan are contained in BuPersMarCorps Joint Ltr. of 9 Apr 1952 (NDB, 15 Apr 1952).

Circumstances May Require Junior to Leave Car Before Senior

The special feature in the March 1952 issue of *ALL HANDS* (*Naval Courtesy-Ashore and Afloat*) has raised a question calling for clarification on the subject of juniors and seniors entering and leaving vehicles.

A drawing on page 26 of the March issue shows a lieutenant (junior grade) and a captain entering and leaving an automobile. The caption beneath it reads: "Enter and leave car in same order as boat (junior first in, last out.)"

This rule of courtesy is based on *Navy Regulations*, Article 2112, which states in part: "Officers shall enter boats and automobiles in inverse order of rank and shall leave them in order of rank, unless there is special reason to the contrary. The seniors shall be accorded the more desirable seats." Another rule is that the seat on the right hand side



"Relax, Rollinson! I'm only changing the water."

of an automobile, being the seat of honor, is traditionally occupied by the senior officer. When entering a car from the right, both rules of courtesy may be observed without awkwardness. However, there are times when a car is parked in such a way that the senior must enter a car from the left hand side.

This situation sometimes occurs at ceremonies. It is also a common situation at overseas' locations where cars drive and park on the left hand side of the road. In such cases the senior would enter the car first to take the right hand seat and thus avoid an awkward entry and stumbling over the junior officer; the junior would leave the car first.

The above situations, coming under the "special reason to the contrary" provision of Article 2112, would reverse the usual order of entering and leaving vehicles.

Skyriding Skyraider Piloted By 'Chief' of Indian Tribe

The Navy's first American Indian to make 1,000 aircraft carrier landings is Lieutenant Nicholas T. "Chief" Redeye, USNR. He was returning from a combat mission over North Korea when he set his record with an AD-4 *Skyraider* on board *uss Boxer* (CV 21).

Lieutenant Redeye, a full-blooded Cayuga Indian, is an old hand at carrier flying. During World War II he won three Air Medals and a Navy Unit Citation. He flew torpedo bombers first from *uss Intrepid* (CV 11) until she was damaged by Japanese kamikaze planes, and then from the flight deck of *uss Hoggatt Bay* (CVE 75) in the battle for Okinawa. Later he and his shipmates helped to liberate POWs in Japan.

After his release to inactive duty in September 1946, "Chief" Redeye continued his flying activities with the Naval Air Reserve at Olathe, Kans., while attending the University of Kansas. He was ordered to active duty 22 Oct 1951 with attack Squadron 65 and later joined *Boxer*.

Requests are Desired From Officers and EM For Duty with NAMTUs

Officer and enlisted personnel who complete 18 months' "on the road" duty in Naval Air Mobile Training Units and who make three or more moves during that time are now eligible for 24 months' additional shore duty, according to a directive issued by the Chief of Naval Personnel.

Requests are desired from qualified personnel in aviation ratings who want duty as instructors with Aircraft Maintenance; Aircraft Crash, Fire and Rescue; Munitions, Ordnance and Re-arming; and Mobile Operational Flight trainer units.

Personnel assigned to NAMTUs are attached to the Naval Air Technical Training Center, Memphis, Tenn. Each man assigned to a trainer is screened by a board located at Memphis and is selected on the basis of required ability, skill, rating, service requirements, personal problems and proper character traits.

The nature of this duty usually involves frequent movement on TAD, and normally, a man is not assigned duty in a Trainer unless he is temperamentally adapted and willing to perform duty for long periods of time away from his home.

Personnel interested in such duty may submit requests for instruction duty to the chief of Naval Personnel (Attn: B212) in accordance with the provisions of BuPers Circ. Ltr. 11-52 (NDB, 31 Jan 1952).

Requests for Recruiting Duty Desired by BuPers

Requests for assignment to recruiting duty are desired from men who are eligible for shore duty and who meet the qualifications outlined in Article C-5208, *BuPers Manual*.

In addition to the rates indicated in Article C-5208, BuPers also wants requests for recruiting duty from qualified men of the following rates: YN2, YN3, PN2, PN3 and HM2. Requests from qualified enlisted women, in pay grades E-7, E-6 and E-5, are also desired.

Individual requests from enlisted men and women may be submitted

to the Chief of Naval Personnel (Attn: Pers-B61), via commanding officers.

Personnel with less than three years' obligated service remaining must include a statement of intention to extend enlistment or reenlist prior to actual transfer to recruiting duty.

Three choices of duty, indicating city and state, should be submitted. It should be noted, however, that Waves are assigned only to Main Navy Recruiting Stations and not substations.

Further details will be found in BuPers Circ. Ltr. 42-52 (NDB, 15 Mar 1952).

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands. NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 7—Temporarily promotes second lieutenants of the Marine Corps and Marine Corps Reserve on extended active duty in excess of 30 days, with dates of rank between 1 April and 1 Oct 1950. Second lieutenants on extended active duty with date of rank on or after 2 Oct are promoted after 18 months in grade.

No. 8—Outlines certain changes in the *Marine Corps Manual*.

No. 9—Concerns expenditure of appropriated funds by commands.

No. 10—Restricts use by the Navy of dried milk manufactured by a certain producer.

No. 11—Involuntarily extends for nine months enlistments of certain members of the Regular Navy, Marine Corps, Naval Reserve and Marine Corps Reserve whose enlistments would normally expire on or after 1 July 1952 and before 1 July 1953. (See story this issue).

No. 12—Gives schedule for re-

lease from active duty of Regular and Reserve enlisted personnel.

No. 13—Directs commands to eliminate non-essential operations that consume petroleum products during oil strike.

NavActs

No. 4—Established 18 April 1952 as date for receipt of applications from Navy officers, lieutenant through captain, for postgraduate study in operations analysis.

BuPers Circular Letters

No. 58—Outlines the Navy's policy regarding ordering Naval Reservists to active duty after they have been released to inactive duty following service in excess of 30 days after 25 June 1950.

No. 59—Calls attention of commanding officers to the importance of the Navy job classification code for enlisted personnel.

No. 60—Pertains to unauthorized absenteeism and discusses the means to reduce it.

No. 61—States the eligibility of Reserve officers on active duty for assignment to duty under instruction of courses of four months to three years' duration.

No. 62—Consolidates directives concerning the release to inactive duty of Reserve officers.

No. 63—Announces eligibility for promotion to lieutenant (junior grade) for Regular Navy ensigns of the line and staff with dates of rank in calendar 1949.

No. 64—Lists the requirements for officers desiring to enroll for language courses at the U. S. Naval School (Naval Intelligence).

No. 65—Announces nine-month course of instruction at U. S. Naval School, Freight Transportation, for Supply Corps officers and a limited number of line officers.

No. 66—Announces publication of a new manual for commissioned officers' messes ashore.

No. 67—Outlines the consolidation into one rating, FT, of fire controlman and fire control technician ratings.

No. 68—Cites the policy for the employment of Navy bands and orchestras.

No. 69—Announces issuance of revised U. S. Navy Uniform Regulations.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 41

1. (a) Zebra. (Under the new *International Civil Aviation Organization* phonetic alphabet system, the word Zebra has been changed to Zulu. The flag name remains unchanged.)
2. (a) General recall. All personnel, boats and aircraft are to return to the ship.
3. (a) Captains.
4. (b) Flag officers.
5. (c) A scope (oscilloscope). The design is a facsimile of an electronic beam appearing on an A scope screen. The A or scan scope often is referred to as a range scope. Its primary purpose is to give the range of an object, target or other ship from the projecting ship.
6. (b) Pair of earphones (worn by sonar gear operator).

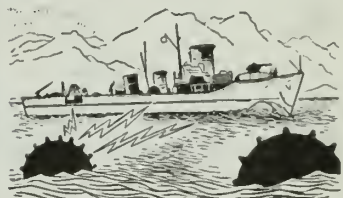
The Navyman who finds himself detailed to duty in a minesweeping force vessel can expect duty in any one of several different types of craft. The more numerous types (in active service) include the *high speed mine*



sweeper (DMS), minesweeping boat (MSB), auxiliary motor minesweeper (AMS) and the simply-named mine sweeper (AM). Largest of these are the DMSs: 2,200-ton ships. Smallest are the motor-launch-size MSBs.

* * *

Most numerous of the mine sweeping vessels is the wooden-hulled AMS. More than 50 of these 136-footers are in active service. Listed at 270 tons,



they are the Navy's largest wooden vessels. Use of wood in their construction tends to reduce the "trigger action" of magnetic influence mines.

* * *

Battle reports from the Korean theater speak in high terms of "sweepers" and their crews. They cleared the way for the Wonsan amphibious landings and opened the sea passage to Chinnampo, to name just a couple of their accomplishments. All the Navy's ship losses in Korean waters have been



sweepers. Four of these hard-working vessels were sunk in the performance of their vital jobs of clearing the coastal lanes. The four sunken ships are: *Pirate* (AM 275), *Pledge* (AM 277), *Maggie* (AMS 25) and *Partridge* (AMS 31).

Action On Current Legislation of Special Interest to Naval Personnel

Here is a roundup of the latest legislation during the second session of the 82nd Congress of interest to naval personnel.

This summary includes new bills introduced and any changes in status of other bills previously reported in this section. As usual, the summary includes congressional action covering generally the four-week period immediately preceding the date this issue goes to press. For information on other legislation of interest, concerning which no major changes in status have occurred, see previous reports in *ALL HANDS*. The last legislative roundup appeared in the May 1952 issue, page 54.

Military Pay Increase—Public Law 346 (evolving H.R. 5715); the new pay law for the armed services provides for a four per cent increase in base pay as well as a fourteen per cent increase in allowances. A Conference Committee of the Senate and House deleted a provision for combat pay, however, which was included in the original bill (see below for additional legislation on combat pay). Full details of the new pay law will be carried in *ALL HANDS* next month.

Korean Combat Pay—H. R. 7557: introduced; related bills previously introduced are H. R. 1753, H. R.

5948 and S. 579. H. R. 7557 would provide additional compensation for members of the uniformed services during periods of combat duty at the rate of \$50 per month for officers and enlisted personnel alike. To be eligible, a member would have to be "engaged in actual combat" or "subjected to hostile fire or explosion" for at least six days out of any month, or be injured in action or be captured or reported missing in action during that month.

Voting in the Armed Forces — S. 3091 and H. R. 7571: introduced; would permit all members of the armed forces to vote in any national election and would eliminate any poll tax required of such personnel for a national election.

Attaches Reimbursement — Public Law 312 (evolving from H. R. 2737 and S. 935); authorizes the reimbursement of certain naval attaches, observers and other officers for certain expenses incurred while on authorized missions abroad.

Free Postage — H. R. 7515: introduced; to provide free postage on letters mailed by any members of the armed forces on active duty to any point in the U. S. or its territories and possessions. A bill previously introduced, H. R. 6595, authorizes such free postage for men injured in

Korea and hospitalized outside the U. S.

Income Tax Exemption—H.R. 7402: introduced; to provide that all compensation except pensions and retired pay of enlisted personnel in the armed forces shall be excluded from gross income for income tax purposes, and that the first \$200 per month of officers' pay shall also be excluded.

Extension of Patents—H. R. 7394: introduced (a related bill was previously introduced as H. R. 7552); to amend the Act of June 30, 1950, to provide for the extension of the term of certain patents of members of the armed forces who served during World War II.

Hazardous Duty Pay—S. 3033: introduced; to amend the Career Compensation Act of 1949 by reducing and equalizing incentive pay for hazardous duty for members of the uniformed services at \$50 per month instead of the present \$50 for enlisted men and \$100 for officers.

Flight, Submarine Pay — S. 3036: introduced; to amend the Career Compensation Act of 1949 by reducing and equalizing the monthly rates for flight pay and submarine pay for members of the uniformed services at \$30 per month instead of the present varying rates ranging from \$30 to \$240 per month.

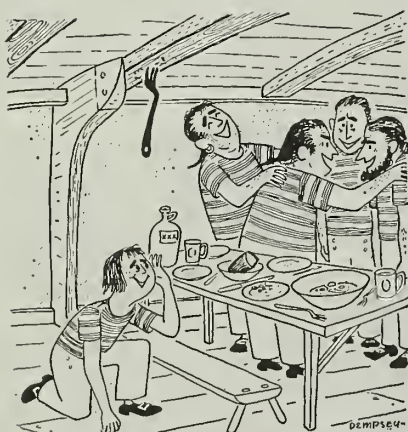
Special Pay for Doctors — S. 3019: reported by committee; would extend the application of special pay for doctors and dentists in the armed forces until June 1953. Another bill, S. 3035 has been introduced and would amend the Career Compensation Act of 1949 by abolishing such special pay of \$100 per month for physicians and dentists in the uniformed services. No action has been taken on this latter bill.

Station Allowance — S. 3034; to amend the Career Compensation Act of 1949 by reducing the foreign per diem rates now in effect by 50 per cent.

Veteran's Benefits—H. R. 7642: introduced; to provide readjustment benefits to certain persons who served in the armed forces on or after 27 June, 1950. Another bill, H. R. 7656, would provide vocational readjustment and restore lost educational opportunities to such veterans.

WHAT'S IN A NAME

Fork in the Beam



In the old British Navy, when the midshipmen's berth accommodated men of over 40 years of age as well as boys of 11 and 12, a code of words was arranged to prevent the youngsters from seeing or hearing that which was not considered good for their morals. Hence were derived expressions such as "Fork in the Beam."

When a fork was stuck in the beam, it signified that the gunroom seniors wished to be left alone, and the "lads" were to leave the mess—an order which had to be obeyed with alacrity.

Other expressions included "Fishbones," the verbal order for junior members of the gunroom to shut their eyes; "Breadcrumbs," to stop their ears; and "Matchboxes," to shut their mouths and maintain strict silence.

DECORATIONS & CITATIONS



NAVY CROSS

★**DRAGASTIN**, Marion T., LTJG, USNR (posthumously): As pilot of a fighter plane in Fighter Squadron 884, attached to *uss Boxer* (CV 21) during a close support action against enemy forces in North Korea, LTJG Dragastin unselfishly risked his life to save that of another. Assuming leadership of the flight immediately after his division leader was wounded, LTJG Dragastin directed the disabled plane toward friendly territory, and when the stricken airman was forced to bail out over a strongly contested area, remained close to the descending parachute, maintaining effective fighter cover. While engaged in keeping the hostile forces at bay by repeated tree-top level strafing attacks, LTJG Dragastin was fatally hit by enemy fire.



DISTINGUISHED SERVICE MEDAL

First award:

★**MARTIN**, Harold M., VADM, USN: As Commander United States Seventh Fleet during operations against enemy forces in Korea from March 1951 to February 1952, VADM Martin maintained his command at a high level of fighting readiness. He directed the surface and air units of the naval forces under his control and employed new methods to meet the challenge of the ever-changing combat situation. Proficient in deploying the elements of his command for maximum striking power, VADM Martin was directly responsible for the success of close air support activities, bombardment of enemy shore installations, blockading of strategic ports, and vital minesweeping operations.



SILVER STAR MEDAL

★**LANE**, Monty J., IIN, USN (posthumously): Corpsman with a Marine Rifle Company during action against enemy forces in Korea on 15 Mar 1951.

★**McILVAINE**, Aubrey L., LTJG, USNR (Ret.): Safety officer at the three-inch gun on board *uss Pledge* (AM 277) in action against enemy forces off Wonsan, Korea, on 12 Oct 1950.

★**McMULLEN**, Cornelius E., LCDR, USN: CO of *uss Pirate* (AM 275) in action against enemy forces in Korea from 10 to 12 Oct 1950.

★**MERZ**, Oliver J. Jr., RD3, USN: Sternhook of an LCM, attached to *uss Henrico* (APA 45) in action against enemy forces during the amphibious assault at Inchon, Korea, on 15 Sept 1950.



LEGION OF MERIT

First award:

★**McELWAIN**, Harry Wm., CDR, USN: Intelligence officer on the Staff, Commander Amphibious Group One, during operations against enemy forces in Korea and during the redeployment of our forces at Hungnam, from 1 July to 26 Dec 1950.

★**RYON**, William M., CAPT, USN: Executive officer of *uss Leyte* (CV 32) during operations against enemy forces in the Korea theater from 8 Oct 1950 to 19 Jan 1951.

★**WIGGIN**, Bruce E., CDR, USN: Planning and tactical officer on the Staff, Commander Amphibious Group One, during operations against enemy forces in Korea and during the redeployment of our forces at Hungnam, from 1 August to 26 Dec 1950.



DISTINGUISHED FLYING CROSS

Gold star in lieu of third award:

★**THOMAS**, Alfred Wm. C., LT, USNR (posthumously): Pilot of a fighter plane in Fighter Squadron 884, attached to *uss Boxer* (CV 21) in action against enemy forces in Korea on 18 Apr 1951.

First award:

★**KOCH**, Fred L., LT, USNR (missing-in-action): Pilot of a fighter plane in Fighter Squadron 874 in action against enemy forces in Korea on 13 July 1951.

★**HAWKINS**, Horace M., LT, USNR (posthumously): Pilot of a fighter bomber plane in Fighter Squadron 871, attached to *uss Princeton* (CV 37) during operations against enemy forces in Korea, on 18 May 1951.

★**MOODY**, John P., Jr., ENS, USNR (posthumously): Pilot of a fighter bomber aircraft in Fighter Squadron 871, attached to *uss Princeton* (CV 37) during

operations against enemy forces in Korea, from 3 June to 22 July 1951.

★**PATTON**, William E., ENS, USNR (missing-in-action): Pilot of a fighter plane in Fighter Squadron 192 during operations against enemy forces in the Korea area on 10 Mar 1951.

★**SAVAGE**, James A., LT, USNR (posthumously): Pilot in Attack Squadron 923, attached to *uss Bon Homme Richard* (CV 31) in action against enemy forces in the Korean area on 3 June 1951.

★**VENES**, James J., LT, USNR (missing-in-action): Section leader and pilot in Carrier Air Group 102, attached to *uss Bon Homme Richard* (CV 31) in action against enemy forces in the Korean area on 11 July 1951.

★**YOUNG**, Robert S., LT, USN: Pilot of a helicopter attached to Helicopter Squadron One, embarked on *uss Rochester* (CA 124) during operations against enemy forces in the Korean theater from 29 November to 1 Dec 1950.



NAVY AND MARINE CORPS MEDAL

First award:

★**BRYANT**, Clyde A., AB3, USN: Assisted in the rescue of two men from a burning aircraft at U.S. Naval Station, Kodiak, Alaska, 15 June 1951.

★**NUGENT**, Michael J., ME2, USN: Prevented a serious fire on board *uss Boxer* (CV 21) at Pearl Harbor, T.H., on 6 Nov 1950.

★**RAPPOLD**, Charles B., Jr., AN, USN: Assisted in the rescue of two men from a burning aircraft at U.S. Naval Station, Kodiak, Alaska, 15 June 1951.

★**REYNOLDS**, Edmond E., MACH, USN (posthumously): Rescued a shipmate from a carbon-monoxide filled storeroom on board *uss Los Angeles* (CA 135) at anchor in Sasebo, Japan, on 31 July 1951.



BRONZE STAR MEDAL

Gold star in lieu of third award:

★**GIBSON**, Robert G., LCDR, USN: Gunner officer on board *uss Leyte* (CV 32) during operations against enemy forces in the Korean theater from 8 Oct 1950, to 19 Jan 1951.

★**STOUT**, Richard F., RADM, USN: CO of *uss Toledo* (CA 133) during opera-

★ DECORATIONS

tions against enemy forces in Korea from 13 to 15 Sept 1950.

Gold star in lieu of second award:

★ ADAIR, Noah, Jr., CAPT, USN; CO of *uss Fort Marion* (LSD 22), a unit of the advance Attack Group, during the amphibious assault against Inchon, Korea, on 15 Sept 1950.

★ BASSETT, Leonard F., CDR, USN: Gunnery officer of *uss Rochester* (CA 124) during operations against enemy forces in the Korean theater from 21 Aug 1950 to 17 Jan 1951.

★ GURNETTE, Byron L., CAPT, USN: Commander Destroyer Division 72 and Screen Commander of Task Group 96.8 during operations against enemy forces in Korea from 26 Aug 1950 to 15 Jan 1951.

★ RICE, Lester K., CAPT, USN: CO of *uss Valley Forge* (CV 45) during operations against enemy forces in the invasion and capture of Inchon, Korea, 13 to 15 Sept 1950.

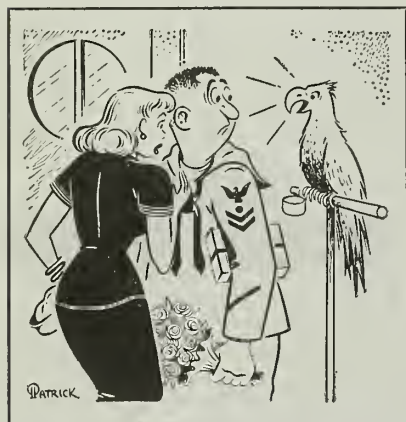
★ TINSLEY, Leland LT, USN: CO of *uss LST 859* during the amphibious assault against enemy forces at Inchon, Korea, on 15 and 16 Sept 1950.

★ TRAPP, Robert L., LT, USN: CO of *uss LST 973* during the amphibious assault against enemy forces at Inchon, Korea, on 15 and 16 Sept 1950.

★ VOGELEY, Theodore R., CDR, USN: Executive officer of *uss Rochester* (CA 124) during operations against enemy forces in Korea from 26 June 1950 to 17 Jan 1951.

First award:

★ ALLMON, Clyde E., LCDR, USN: Control officer and commander control group on the Staff, Commander Amphibious Group One, during operations against enemy forces in Korea, and during the redeployment of our forces at Hungnam, from 1 July to 26 Dec 1950.



"Oh Sam, you look so handsome in that Marine uniform."



"All I did was pull the voting lever, and . . ."

★ ALLSOPP, Charles A., LCDR, USN: Engineer officer of *uss Rochester* (CA 124) during operations against enemy forces in Korea from 26 June 1950 to 17 Jan 1951.

★ ARIOLI, Peter E., Jr., LT, MC, USNR (posthumously): while serving with a Marine infantry battalion in action against enemy forces in Korea on 3 Dec 1950.

★ BARRON, Charles R., LT, USN: Aerologist on the Staff, Commander Amphibious Group One, during the planning and execution of the amphibious operations against enemy forces at Pohang, Inchon, and Wonsan, Korea, from 1 July to 20 Nov 1950.

★ BECKLEY, Robert M., LT, USN: CO of *uss LST 898* during the amphibious assault against enemy forces at Inchon, Korea, on 15 and 16 Sept 1950.

★ BERTAIN, Robert E., RD1, USNR (posthumously): Leader of a CIC Bombardment Team attached to *uss Walke* (DD 723) during operations against enemy forces in Korea from 23 Jan to 11 June 1951.

★ BLANKENSHIP, Merlin M., QMC, USN: Chief quartermaster in charge of the signal bridge on board *uss Rochester* (CA 124) during operations against enemy forces in Korea from 26 June 1950 to 17 Jan 1951.

★ BODMER, Richard V., LTJG, USN: Officer of the deck on board *uss Leyte* (CV 32) during operations against enemy forces in Korea from 8 October to 5 Dec 1950.

★ BOUTWELL, Emmett B., LT, USN: Landing signal officer of Carrier Air Group Five, attached to *uss Valley Forge* (CV 45) during operations against enemy forces in Korea from 3 July to 19 Nov 1950.

★ BRIDGEMAN, Henry, Jr., GMC, USN: Five-inch battery control officer on board *uss LSMR 401* during operations against enemy forces in the amphibious assault on Inchon, Korea, on 15 Sept 1950.

★ CLARK, Theodore B., LT, USN: Control officer and assistant operations officer in Transport Division 12 during the planning and execution of amphibious operations against enemy forces at Inchon, Korea, 15 Sept 1950.

★ COGBORN, Jeffery L., HM2, USN: Corpsman serving with a Marine Infantry Company, First Marine Division, Reinforced, Fleet Marine Force, during operations against enemy forces in Korea on 18 Sept 1950.

★ DEACON, William, III, LT, USN: CO of *uss LSMR 404* in action against enemy forces during the support of the amphibious assault on Wolmi-da and Inchon, Korea, on 15 Sept 1950.

★ DEWEY, Irving D., CDR, USN: Navigating officer of *uss Rochester* (CA 124) during operations against enemy forces in Korea from 26 June 1950 to 17 Jan 1951.

★ DOUCETTE, Lawrence J., HA, USN (posthumously): Ambulance driver serving with a Marine Medical Battalion during operations against enemy forces in Korea on 24 Sept 1950.

★ GILLESPIE, Robert, HN, USN (posthumously): Platoon corpsman serving with a Marine Infantry Company during action against enemy forces in Korea on 15 Sept 1951.

★ GOODNEY, Willard K., CAPT, USN; CO of *uss Philippine Sea* (CV 47) during operations against enemy forces in the invasion and capture of Inchon, Korea, 13 to 15 Sept 1950.

★ HARER, Arnold W., LT, USN: CO of *uss LST 975* during the amphibious assault against enemy forces at Inchon, Korea, on 15 and 16 Sept 1950.

★ HERENDEEN, William R., HM3, USN: Company corpsman attached to a Marine Infantry Company, First Marine Division, during operations against enemy forces in Korea on 21 Sept 1950.

★ HOLZHAUS, Ralph L., LT, USN: CO of *uss LST 914* during the amphibious assault against enemy forces at Inchon, Korea, on 15 and 16 Sept 1950.

★ HORSTMAN, Herbert J., BMC, USN: Officer-in-charge of *LSU 608* during the redeployment of allied forces from Hungnam, Korea.

★ HOUSTON, Trumond E., LT, USN: CO of *uss LST 799* during the amphibious assault against enemy forces at Inchon, Korea, on 15 and 16 Sept 1950.

★ HOWLE, James M., LCDR, USN: Main propulsion assistant of *uss Rochester* (CA 124) during operations against enemy forces in Korea from 26 June 1950 to 17 Jan 1951.

★ JOHNSON, Edward G., LT, USN: Catapult and arresting gear officer on board *uss Leyte* (CV 32) during operations against enemy forces in Korea from 8 Oct 1950 to 19 Jan 1951.

★ JONES, Charles R., ENFN, USN, serving in *uss LSMR 403* during assault on Inchon, 15 Sept 1950.

*KESTNER, Jesse J., SN, USNR (posthumously): Coxswain of an LCPV attached to *uss Noble* (APA 218) during the redeployment of friendly forces from Hungnam, Korea, on 24 Dec 1950.

*LEE, Curtis J., CDR, USN: Supply officer on board *uss Leyte* (CV 32) during operations against enemy forces in the Korean theater from 8 Oct 1950 to 19 Jan 1951.

*LOWENTHOUT, Jack L., LCDR, USN: Assistant operations officer, employment officer and beachmaster on the Staff, Commander Amphibious Group One, during operations against enemy forces in Korea and during the redeployment of our forces at Hungnam, from 1 July to 26 Dec 1950.

*MACEY, Irving F., LCDR, SC, USN: Supply officer on the Staff, Commander Amphibious Group One, during operations against enemy forces in Korea from 7 Sept to 20 Nov 1950.

*MACONIE, Robert T., LTJG, USN: Air controller and CIC watch officer of *uss Rochester* (CA 124) during operations against enemy forces in Korea from 26 June 1950 to 17 Jan 1951.

*MARSHALL, Charles R., HM3, USN: Corpsman attached to a Marine Engineer Platoon in the First Marine Division, Reinforced, during operations against enemy forces in Korea on 26 Sept 1950.

*MILLER, Charles M., LT, USN: CO of *uss LST* 883 during the amphibious assault against enemy forces at Inchon, Korea, on 15 and 16 Sept 1950.

*MIX, Leroy R., LT, USN: Landing signal officer of Carrier Air Group Five attached to *uss Valley Forge* (CV 45) during operations against enemy forces in Korea from 3 July to 19 Nov 1950.

*MOORE, Theophilus H., CDR, USN: Commander Tactical Air Control Squadron One and Tactical Air Commander on the Staff, Commander Amphibious Group One, during the planning and execution of amphibious operations against enemy forces at Pohang, Inchon, and Wonsan, Korea, from 12 July to 28 Oct 1950.

*NOTTER, George C., QMC, USN: Assistant to the navigator of *uss Rochester* (CA 124) during operations against enemy forces in Korea from 26 June 1950 to 17 Jan 1951.

*PERRY, Louis R., RDC, USN: CIC watch officer and CIC chief petty officer serving on board *uss Rochester* (CA 124) during operations against enemy forces in Korea from 26 June 1950 to 17 Jan 1951.

*RAY, Alan, CDR, USN: CO of *uss Horace A. Bass* (APD 124) during op-

erations against enemy forces in the coastal waters of enemy-held Korea, from 12 to 25 Aug 1950, and from 1 to 22 Nov 1950.

*ROTHENAY, Edward F., BM3, USN: Assault boat coxswain of *uss Wantuck's* (APD 125) landing craft on the night of 7 Oct 1950, on the east coast of Korea, at beaches more than 150 miles behind enemy lines.

*RUFF, Olin R., LT, USN: Flight deck officer on board *uss Leyte* (CV 32) during operations against enemy forces in the Korean theater from 8 Oct 1950 to 19 Jan 1951.

*SCHETTINO, Frank G., LT, USN: CO of *uss LSMR* 403 during operations against enemy forces in the amphibious assault on Inchon, Korea, on 15 Sept 1950.

*SHARP, Ralph H., LT, USN: Damage control assistant of *uss Rochester* (CA 124) during operations against enemy forces in Korea from 26 June 1950 to 17 Jan 1951.

*SHEFFIELD, Fletcher L., Jr., CDR, USN: CO of *uss Brush* (DD 745) during operations against enemy forces in Korea on 26 Sept 1950.

*SHEPARD, George M., Jr., SA, USN: Member of a motor whale boat crew during the evacuation of Korean troops from an enemy-held beachhead at Changsa-dong, Korea, 19 Sept 1950.

*STODDARD, Gerald Wm., LT, USN: Boat officer of *uss Wantuck* (APD 125) during operations against enemy forces on the nights of 6 and 7 Oct 1950, on the east coast of Korea, at beaches more than 150 miles behind enemy lines.

*SUTTON, Merle E., HN, USN, (posthumously), attached to the First Marine Division, 7 Feb 1951.

*SWEENEY, William L., Jr., LT, USN: CIC officer of *uss Rochester* (CA 124) during operations against enemy forces in Korea from 26 June 1950 to 17 Jan 1951.

*TAYLOR, Donald C., SN, USN: Assault boat coxswain of *uss Wantuck's* (APD 125) landing craft on the nights of 6 and 7 Oct 1950, at beaches more than 150 miles behind enemy lines.

*TAYLOR, Robert M., MM3, USN, attached to *uss Henrico* (APA 45), 15 Sept 1950.

*THORNTON, John W., LTJG, USNR: Pilot of a helicopter in action against enemy forces in the Korean area on 13 Jan 1951.

*TOPPER, James R., CAPT, USN, commanding officer of *uss Piedmont* (AD 17), 25 June to 22 Oct 1950.

*TOPPING, Thomas R., LT, USNR: Officer of the deck on board *uss Leyte* (CV 32) during operations against enemy forces in Korea from 8 Oct 1950 to 19 Jan 1951.

*VARNEY, Robert L., BM2, USN, attached to Naval Beach Group One, 15 Sept 1950.

*WAGNER, John E., LTJG, USNR: Assisted in the evacuation of Korean troops from an enemy-held beachhead at Changsa-dong, Korea, 19 Sept 1950.

*WEATHERLY, Joseph E., Jr., LTJG, USN: Officer of the deck on board *uss Leyte* (CV 32) during operations against enemy forces in Korea from 8 Oct 1950 to 19 Jan 1951.

*WEIDEMEYER, Dick, LT, USN: CO of *uss LST* 857 during the amphibious assault against enemy forces at Inchon, Korea, on 15 and 16 Sept 1950.

*WEIR, Benjamin, Jr., HN, USN, attached to First Marine Division, 25 Sept 1950.

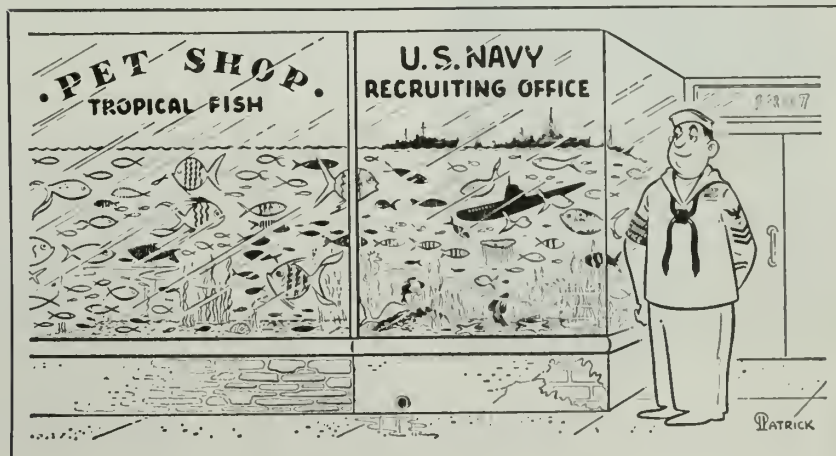
*WENDOLOVSKE, Francis J., HM3, USN, attached to First Marine Division, 16 to 29 Sept 1950.

*WHOLERY, Lawrence A., LCDR, MC, USN, serving in *uss Badoeng Strait* (CVE 116), 5 Aug 1950, to 9 Jan 1951.

*WICHMANN, Charles J., LCDR, USN, serving in *uss Capapon* (AO 52), 1 August to 28 Dec 1950.

*WILSON, Theodore, H., Jr., LT, USN: Medical officer of *uss Rochester* (CA 124) during operations against enemy forces in the Korean area from 26 June 1950 to 17 Jan 1951.

*YOUNG, Ernest, R., SN, USN: Signalman during the evacuation of Korean troops from an enemy-held beachhead at Changsa-dong, Korea, on 19 Sept 1950.



BOOKS: ADVENTURE, HISTORICAL AND FICTIONAL ON LIST

HISTORICAL NOVELS, a book on vagabond sailing and a mystery yarn are among the books selected for summer reading at ship and station libraries by the BuPers library staff. Here are reviews of some of the latest:

• *Sailboat Tramp*, by Tom Crichton; Norton and Company.

While playing a waiting game in a Japanese prison camp during World War II, Tom Crichton decided that when he got out he would take a long, lazy vacation knocking about Europe in a sailboat.

After the war ended, Crichton saved up a little cash, went to Europe and purchased a sailboat which he renamed "Rozinante"—after the fabled stallion of Don Quixote.

There follows Crichton's odyssey through Sweden, Denmark, Germany, France, Belgium, Holland, Italy, Greece and other points European. On the way he faces such obstacles as customs red-tape, poor sailing weather, and the idiosyncrasies of various nationalities. He meets such interesting characters as journalist-singer Ove, troubadour Gerard, British Ronnie and Janine. And a few unsavory ones, like Joe, appear from time to time.

This is a well-written, interesting and entertaining book which can

be highly recommended for light summer reading.

★ ★ ★

• *The Strange Brigade*, by John Jennings; Little, Brown and Company.

In the early 1800s, landowners in the Scotch Highlands turned out many of their tenants so that "the land could be thrown together and turned back to pasture for the sheep." This is the story of a group of Scotch DP's—farmers turned out of their homes—who journeyed to the distant land of Canada to seek a new home. It is the story of Lord Selkirk's Red River Colony and of the conflict between the Hudson Bay Company and the North West Company.

The difficulties experienced by the "exiles" in their effort to get passage to Canada make up the first portion of the book. The reader will get to know schoolteacher Malcolm, who is chosen as leader and recruiter of the movement, Jeannie—a "gey, sonsie lass," Jamie Gordon and many others.

Once in Canada, the settlers' struggles against the elements, sickness and somewhat hostile surroundings are clearly delineated. Adjustments have to be made—even to such trifling matters as "pemmican"—the staple made "out o' buffalo meat an' fat pounded together wi' sugar an' summerberries added." And there is the long, drawn-out struggle with the North West Company.

This is a first-class historical novel, carefully written and well-grounded with authenticity. You'll enjoy it.

★ ★ ★

• *Incident at Sun Mountain*, by Todhunter Ballard; Houghton Mifflin Company.

Here's a western—but not a cowboys and Indians western. Set in the period just before the Civil War, it is the story of the "Golden Circle"—a secret group of southern sympathizers which planned to gain control of the Utah mines in the event of war.

Ken English, a troubleshooter, is

sent to Sun Mountain by Senate. Seward to make sure that the rich mine would be added to the Union side of the ledger. Ken manages to pass himself off as a member of the secret organization for a time. The book's climax is reached as the war between the states breaks out—a bloody battle between Ken and Max Crowford, leader of the secret group.

In a brief preface to the volume, Ballard sketches in the historical background on which his work is based.

This is a pretty good story, full of action, adventure and intrigue. It, too, should make for good June reading.

★ ★ ★

• *The King is Dead*, by Ellery Queen; Little, Brown and Company.

This month's mystery tale is the latest in the series of popular Ellery Queen adventures.

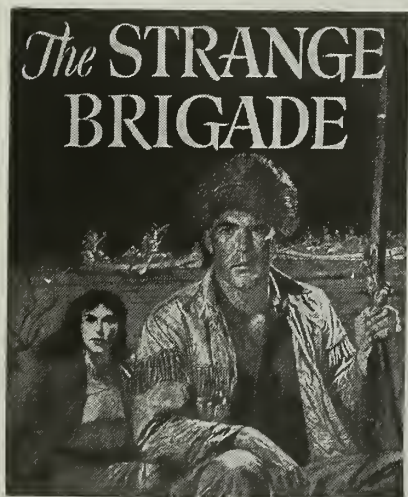
In *The King is Dead*, Ellery and his venerable father, Inspector Queen, are asked to investigate a series of threatening letters being sent to King Bendigo, munitions magnate.

The investigation takes them to Bendigo Island, a mysterious spot where Bendigo rules his employees like a real king. It soon becomes apparent that the letters are being sent by Judah Bendigo, King's alcoholic half-brother. Judah admits this and says he actually intends to kill his brother. His letters spell out the precise date and time: "Thursday, June 21, at Exactly 12:00 o'clock midnight."

At the appointed hour, King Bendigo and his wife are sealed in a vault-like "confidential room" where they work on secret documents. Judah, across the hall in another room with Ellery, raises a pistol (which has been emptied of its cartridges by Ellery), aims it in the direction of his brother and squeezes the trigger. Click. Moments later, Ellery and the inspector open the sealed room. King Bendigo is slumped over his desk, a bullet in his chest. But the king is not yet dead.

You'll have to read the book to learn how this "impossible" feat of shooting a man with an empty weapon through a steel wall was accomplished.

This yarn should appeal to all Ellery Queen fans.



MALCOLM and Jeannie head the group of hardy Scotch highlanders seeking a new life in wilds of Canada.

JOHN PAUL JONES GENTLEMAN-COMMANDO



ENGLAND'S WEST COAST—SPRING, 1778

In command of the Continental sloop-of-war *Ranger*, John Paul Jones made two daring "commando" raids on British soil during the Spring of 1778, then met and vanquished Britain's man-of-war *Drake* which had been sent to stop him. This episode is recounted in his own words in the "Memoirs of Paul Jones."



In April 1778, the sloop-of-war Ranger, flying for the first time the Continental flag of the youthful United States, sailed out of the harbor of Brest, France, with a mission. Under the command of Captain John Paul Jones, Ranger had a two-fold aim: to make known the potentialities of the American Navy and to disprove the invincibility of the British coastal defense.

When John Paul Jones and his ship returned to Brest—just 28 days later—he could feel that he had accomplished his mission highly successfully. During this brief period he had landed a small force on British soil fired enemy shipping in the harbor of Whitehaven on the west coast of England. There he landed a force on St. Marys' Isle with the intention of capturing Lord Selkirk, friend of the King of England, as a retaliatory measure against the capture of Americans and the burning of their homes by British troops in the United States.

During the rest of the four-week period he was sailing up and down the British coast, capturing or sinking

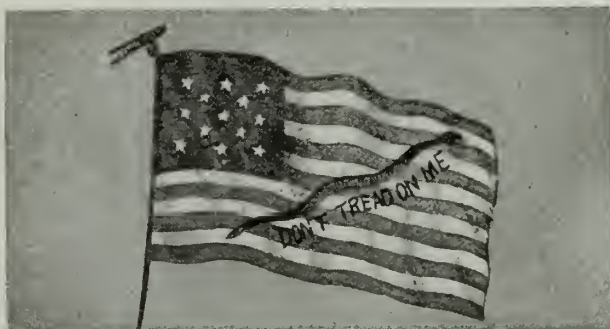
ships of all types, ranging from coasting schooners to the proud man-of-war Drake.

Jones' reputation—as a naval tactician, as a formidable antagonist, and as a gentleman—was founded on such events as occurred in the Spring of 1778. When he took his crew ashore at Whitehaven he himself led a party through the town on a scouting expedition. Later, as his men were returning in their boats to Ranger and some 1500 angry citizens were descending on the docks of Whitehaven, John Paul Jones singlehandedly faced them with his flint-lock pistol. The mob came within 20 paces of him—and stopped.

The famous battle of Ranger and Drake, within view of the British, coastline, is recounted briefly and matter-of-factly by Jones himself, showing him not only a brilliant naval fighter but a man of modesty.

Finally, the famous letter to Lady Selkirk, in which Jones apologizes for the necessity of taking some of the "plate" from her household and promises to return it to her when circumstances permit, shows John Paul Jones as the prototype of the "naval officer and gentleman."

The following book supplement, in the Commodore's own words, is taken from the "Memoirs of Paul Jones," compiled from his original journals and correspondence, and including an account of his later services as a rear admiral in the Russian service under Prince Potemkin.



I SAILED FROM BREST the 10th of April [1778]. My plan was extensive, I therefore did not at the beginning wish to encumber myself with prisoners.

On the 14th I took a brigantine between Scilly and

JOHN PAUL JONES

Cape Clear, bound for Ostend, with a cargo of flaxseed for Ireland—sunk her, and proceeded into St. George's Channel.

On the 17th I took the ship *Lord Chatham*, bound from London to Dublin, with a cargo consisting of porter, and a variety of merchandise, and almost within sight of her port; this ship I manned and ordered for Brest.

Towards the evening of the day following, the weather had a promising appearance, and, the wind being favorable, I stood over from the Isle of Man with an intention to make a descent at Whitehaven [on the North West coast of England].

At ten I was off the harbour with a party of volunteers, and had every thing in readiness to land. Before eleven the wind greatly increased and shifted, so as to blow directly upon the shore. The sea increased of course, and it became impossible to effect a landing. This obliged me to carry all possible sail so as to clear the land, and to await a more favourable opportunity.

On the 18th, in Glentinebay, on the south coast of Scotland, I met with a revenue wherry. It being the common practice of these vessels to board merchant ships, the *Ranger* then having no external appearance of war, it was expected that this rover would have come alongside; I was, however, mistaken, for though the men were at their quarters, yet this vessel out-sailed the *Ranger*, and got clear in spite of a severe cannonade.

The next morning, off the Mull of Galloway, I found myself so near a Scotch coasting schooner, loaded with barley, that I could not avoid sinking her.

Understanding that there were ten or twelve sail of merchant ships, besides a Tender brigantine, with a number of impressed [Americans] on board, at anchor in Lochryan, in Scotland, I thought this an enterprise worthy my attention. But the wind, which at the first

would have served equally well to have sailed in or out of the Loch, shifted in a hard squall, so as to blow almost directly in, with an appearance of bad weather. I was therefore obliged to abandon my project.

Seeing a cutter off the lee-bow steering for the Clyde, I gave chase, in hopes of cutting her off; but finding my endeavours ineffectual, I pursued no farther. In the evening I fell in with a sloop from Dublin, which I sunk, to prevent intelligence.

The next day, the 21st, being near Carrickfergus [in northern Ireland], a fishing boat came off, which I detained. I saw a ship at anchor in the road, which I was informed by the fishermen was the British ship-of-war *Drake*, of twenty guns. I determined to attack her in the night. My plan was to overlay her cable, and to fall upon her bow, so as to have all her decks open and exposed to our musquetry, &c. At the same time, it was my intention to have secured the enemy by grapplings, so that, had they cut their cables, they would not thereby have attained an advantage. The wind was high, and unfortunately the anchor was not let go as soon as the order was given, so that the *Ranger* was brought to upon the enemy's quarter at the distance of half a cable's length.

We had made no warlike appearance, of course had given no alarm. This determined me to cut immediately, which might appear as if the cable had parted, and at the same time enable me, after making a tack out of the Loch, to return with the same prospect of advantage which I had at the first. I was, however, prevented from returning, as I with difficulty weathered the light-house on the lee-side of the Loch, and as the gale increased. The weather now became so very stormy and severe, and the sea ran so high, that I was obliged to take shelter under the south shore of Scotland.

The 22nd introduced fair weather, though the three kingdoms were, as far as the eye could reach, covered with snow. I now resolved once more to attempt White-

BATTLE at sunset ended in defeat for British man-o'-war, *Drake*. At right is *Ranger*, John Paul Jones' 18-gun vessel.



haven; but the wind became very light, so that the ship would not in proper time approach so near as I had intended.

At midnight I left the ship with two boats and thirty-one volunteers.

When we reached the outer pier the day began to dawn. I would not, however, abandon my enterprise, but despatched one boat under the direction of Mr. Hill and Lieutenant Wallingsford, with the necessary combustibles to set fire to the shipping on the north side of the harbour.

I went with the other party to attempt the south side.

I was successful in scaling the walls and spiking up all the cannon on the first fort. Finding the sentinels shut up in the guard-house, they were secured without being hurt.

Having fixed sentinels, I now took with me one man only, (Mr. Green,) and spiked up all the cannon on the southern fort, distant from the other a quarter of a mile.

On my return from this business, I naturally expected to see the fire of the ships on the north side, as well as to find my own party with everything in readiness to set fire to the shipping on the south. Instead of this, I found the boat under the direction of Mr. Hill and Mr. Wallingsford returned, and the party in some confusion, their light having burnt out at the instant when it became necessary [to fire the ships.]

By the strangest fatality, my own party were in the same situation, the candles being all burnt out.

The day too came on apace, yet I would by no means retreat while any hopes of success remained.

Having again placed sentinels, a light was obtained at a house disjoined from the town, and fire was kindled in the steerage of a large ship, which was surrounded by at least an hundred and fifty others, chiefly from two to four hundred tons, and lying side by side, aground, unsurrounded by the water.

There were, besides, from seventy to an hundred large ships in the north arm of the harbour, aground, clear of the water, and divided from the rest only by a stone pier of a ship's height.

I should have kindled fires in other places if the time had permitted; as it did not, our care was to prevent the one kindled from being easily extinguished. After some search, a barrel of tar was found, and poured into the flames, which now ascended from all the hatchways.

The inhabitants began to appear in thousands, and individuals ran hastily towards us.

I stood between them and the ship on fire, with a pistol in my hand, and ordered them to retire, which they did with precipitation.

The flames had already caught the rigging, and began to ascend the main-mast; the sun was a full hour's march above the horizon, and as sleep no longer ruled the world, it was time to retire.

We re-embarked without opposition, having released a number of prisoners, as our boats could not carry them.

After all my people had embarked, I stood upon the pier for a considerable space, yet no person advanced. I saw all the eminences round the town covered with the amazed inhabitants.

When we had rowed to a considerable distance from



the shore, the English began to run in vast numbers to their forts.

Their disappointment may easily be imagined when they found, I suppose, at least thirty heavy cannon (the instruments of their vengeance) rendered useless. At length, however, they began to fire, having, as I apprehend, either brought down ship's guns, or used one or two cannon which lay on the beach at the foot of the walls, dismounted, and which had not been spiked.

They fired with no direction, and the shot falling short of the boats, instead of doing us any damage, afforded some diversion, which my people could not help showing, by discharging their pistols, &c. in return of the salute.

Had it been possible to have landed a few hours sooner, success would have been complete; not a single ship out of more than two hundred could possibly have escaped, and all the world would not have been able to save the town.

What was done, however, is sufficient to show that not all their boasted navy can protect their own coasts, and that the scenes of distress which they have occasioned in America may soon be brought home to their own doors. One of my people was missing, and must, I fear, have fallen into the enemy's hands after our departure. [In the *Ranger's* log-book this man is named David Smith. He is probably the same person who, under the name of Freeman, gave information at several houses in a street adjoining the piers, that fire had been set to a ship, and afterwards other information that appears substantially correct. He must have remained on shore voluntarily.]

I was pleased that in this business we neither killed nor wounded. I brought off three prisoners as a sample.

We now stood over for the Scotch shore, and landed at noon on St. Mary's Isle, with one boat only, and a very small party, (twelve men.) The motives which



JOHN PAUL JONES

induced me to land there [to capture Lord Selkirk and hold him hostage against the mistreatment of Americans by British troops] are explained in the copy of a letter which I have written to the Countess of Selkirk.

On the morning of the 24th I was again off Carrickfergus, and would have gone in had I not seen the *Drake* preparing to come out. It was very moderate, and the *Drake's* boat was sent out to reconnoitre the *Ranger*.

As the boat advanced I kept the ship's stern directly towards her, and, though they had a spy-glass in the boat, they came on within hail, and alongside.

When the officer came on the quarter-deck, he was greatly surprised to find himself a prisoner!—although an express had arrived from Whitehaven the night before. I now understood what I had before imagined, that the *Drake* came out in consequence of this information with volunteers against the *Ranger*. The officer told me also, that they had taken up the *Ranger's* anchor.

The *Drake* was attended by five small vessels full of people, who were led by motives of curiosity to see an engagement; but when they discovered the *Drake's* boat at the *Ranger's* stern they wisely put back.

Alarm-smokes now appeared in great abundance, extending along both sides of the channel. The tide was unfavourable, so that the *Drake* worked out but slowly. This obliged me to run down several times, and to lay with courses up, and main topsail to the mast.

At length the *Drake* weathered the point, and having led her out to about mid-channel, I suffered her to come within hail. The *Drake* hoisted English colours, and at the same instant the American stars were displayed on board the *Ranger*. I expected that preface had been now at an end.

The enemy hailed, demanding what ship it was.

I directed the master to answer: *The American Con-*

tinental Ship Ranger [and] that we waited for them, and desired they would come on.

The sun was now little more than an hour from setting, it was therefore time to begin. The *Drake* being rather astern of the *Ranger*, I ordered the helm up, and gave her the first broadside.

The action was warm, close, and obstinate. It lasted an hour and five minutes, when the enemy called for quarters, her fore and main-top-sail yards being both cut away, and down on the cap; the fore-top-gallant-yard and mizengaff both hanging up and down along the mast; the second ensign which they had hoisted shot away, and hanging over the quarter-gallery, in the water; the jib shot away, and hanging into the water; her sails and rigging entirely cut to pieces, her masts and yards all wounded, and her hull also very much galled.

I lost only Lieutenant Wallingsford, and one seaman (John Dongal) killed, and six wounded, among whom are the gunner, (Mr. Falls,) and Mr. Powers, a midshipman, who lost his arm. One of the wounded (Nathaniel Wills) is since dead; the rest will recover.

The loss of the enemy in killed and wounded was far greater. All the prisoners allow that they came out with a number not less than an hundred and sixty men, and many of them affirm that they amounted to an hundred and ninety; the medium may perhaps be the most exact account, and by that it will appear that they lost in killed and wounded forty-two men.

The captain and lieutenant were among the wounded; the former, having received a musketball in the head the minute before they called for quarters, lived and was sensible for some time after my people boarded the prize; the lieutenant survived two days. They were buried with the honours due to their rank, and with the respect due to their memory.

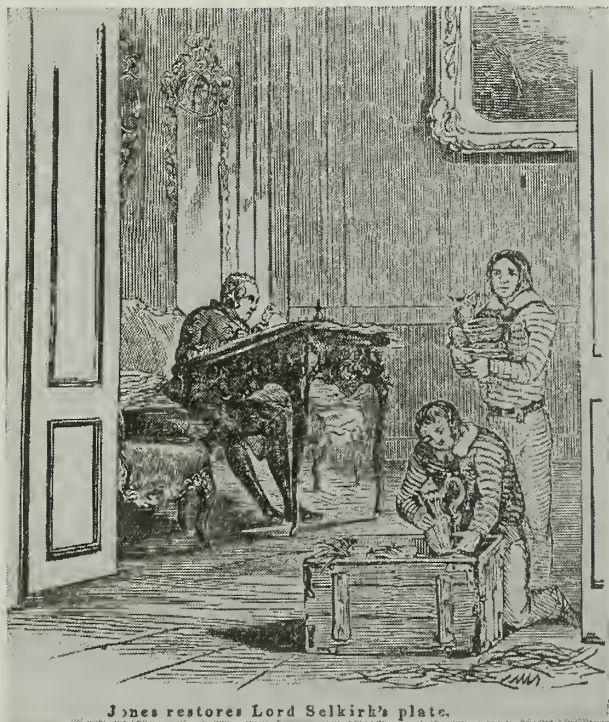
The night, and almost the whole day after the action, being moderate, greatly facilitated the refitting of the ships. A large brigantine ran so near the *Drake* in the afternoon, that I was obliged to bring her to: she belonged to Whitehaven, and was bound to Norway.

I had thoughts of returning by the south channel, but the wind shifting, I determined to pass by the north, and round the west coast of Ireland: this brought me once more off Belfast Loch on the evening of the day after the engagement.

It was now time to release the honest Irishmen whom I took here on the 21st; and as the poor fellows had lost their boat, she having sunk in the late stormy weather, I was happy in having it in my power to give them the necessary sum to purchase every thing new which they had lost; I gave them also a good boat to transport themselves ashore, and sent with them two infirm men, on whom I had bestowed the last guinea in my possession, to defray their travelling expenses to their proper home at Dublin. They took with them one of the *Drake's* sails, which would sufficiently explain what had happened to the volunteers. The grateful Irishmen were enraptured, and expressed their joy in three huzzas as they passed the *Ranger's* quarter.

* * *

(On the 8th May Captain Jones re-entered Brest roads, having been absent only twenty-eight days. The American plenipotentiaries were gratified by the success of this



Jones restores Lord Selkirk's plate.

expedition and the Court of Versailles was still more delighted. The first leisure of Captain Jones on arriving at Brest was employed in writing his celebrated letter to the Countess of Selkirk. The letter, which was entrusted to Franklin for delivery, follows:)

Ranger, Brest, 8th May, 1778.

Madam,

... On the 23rd of April last, I landed on St. Mary's Isle. Knowing Lord Selkirk's interest with the King, and esteeming, as I do, his private character, I wished to make him the happy instrument of alleviating the horrors of hopeless captivity, when the brave are overpowered and made prisoners of war.

It was, perhaps, fortunate for you, Madam, that he was from home; for it was my intention to have taken him on board the *Ranger*, and to have detained him, until, through his means, a general and fair exchange of prisoners, as well in Europe as in America, had been effected. When I was informed by some men whom I met at landing, that his Lordship was absent, I walked back to my boat, determined to leave the island.

By the way, however, some officers, who were with men, could not forbear expressing their discontent, observing that, in America, no delicacy was shown by the English, who took away all sorts of moveable property, setting fire, not only to towns and to the houses of the rich, without distinction, but not even sparing the wretched hamlets and milch-cows of the poor and helpless, at the approach of an inclement winter.

The party had been with me the same morning at Whitehaven; some complaisance, therefore, was their due. I had but a moment to think how I might gratify them, and at the same time do your Ladyship least injury. I charged the officers to permit none of the seamen to enter the house, or to hurt anything about it; to treat you, Madam, with the utmost respect; to accept of the plate which was offered, and to come away without making a search, or demanding anything else.

I am induced to believe that I was punctually obeyed. ... I have gratified my men; and, when the plate is sold, I shall become the purchaser, and will gratify my own feelings by restoring it to you by such conveyance as you shall please to direct.

Had the Earl been on board the *Ranger* the following evening, he would have seen the awful pomp and dreadful carnage of a sea-engagement. . .

The British ship of war *Drake*, mounting twenty guns, with more than her full complement of officers



Release of the Irishmen.

J. P. Jones Had a Pay Problem

When John Paul Jones had a problem concerning his Navy pay, he couldn't turn the matter to the disbursing officer in his ship, or write to BuSandA. He had to go to Congress. Following is a copy of a 171-year-old document, in the form of a bill submitted by Captain Jones to the Continental Congress.

In referring to himself as Chevalier, Jones is using the title conferred upon him by the King of France as a Chevalier of the Legion of Honor.

The amount of the bill, coming to £1,400, equals the sum of approximately \$3,732. The bill covers the total time that Jones served in the American Navy, advancing from the rank of Lieutenant to Captain. The date begins, coincidentally, with 7 December, an otherwise historic date in our history. The bill reads:

The Honorable Board of Admiralty of the United States of America—

To the Chevalier Paul Jones—

Dr. for pay in the Navy as follow—Viz.

To pay as senior first lieutenant of the Navy a 20 dollars per month from the 7th of December 1775 to the 10 of May 1776.

5 months & 3 days, being then promoted by right of service and succession to the rank and command of captain in the Navy —£39 —

To pay as Captain in the Navy at 60 dollars per month from 10th of May 1776 to the 26 of June 1781. 60 months and 15 days then elected by Congress command the America£1361 - 5

£1400 - 5

Pennsylvania currency

Philadelphia 28, June 1781

(Signed) The Chev Paul-Jones

and men, was our opponent. The ships met, and the advantage was disputed with great fortitude on each side for an hour and four minutes, when the gallant commander of the *Drake* fell, and victory declared in favour of the *Ranger*.

Though I have drawn my sword in the present generous struggle for the rights of men, yet I am not in arms as an American, nor am I in pursuit of riches. My fortune is liberal enough, having no wife nor family, and having lived long enough to know that riches cannot ensure happiness. I profess myself a citizen of the world. . .

I am ready to sacrifice my life with cheerfulness, if that forfeiture could restore peace and good-will among mankind. . . .

Let me entreat you, Madam, to use your persuasive art with your husband's to endeavour to stop this cruel and destructive war, in which Britain can never succeed.

I hope this cruel contest will soon be closed; but should it continue, I wage no war with the fair. . . .

I wish to know exactly the behaviour of my people, as I am determined to punish them if they have exceeded their liberty. I have the honour to be, with much esteem and with profound respect, Madam, &c. &c.

JOHN PAUL JONES.

TAFFRAIL TALK

SMILING BROADLY, the Navy petty officer stepped up to take command of the aircraft carrier. Graciously, the ship's former CO, who was himself a petty officer, turned his ship over to its new boss.

As you've probably guessed, the ship was a model carrier, *uss North Island* (CV 1), a model built at NAS San Diego, back in '47 by a group of spare-time civilians and sailors as a showpiece for the station.

The carrier's new skipper is Don McCracken, TD2, USN. He replaces Al Gunderson, AD 3, USN, who was CO for 10 months.

★ ★ ★

The French Foreign Legion, forsaking their sand-bound oases, the *Quartier Caspah*, and the desert fortresses of Africa, came on board the flattop *uss Tarawa* (CV 40) to welcome Navymen to the port of Oran, Algeria.

Instead of living up to their Hollywood reputation as a band of men with aliases and hidden pasts, the legionnaires boarding the carrier turned out to be another kind of band—musicians, and they promptly gave a concert.

Later the ship's crew made a visit to the Legion's headquarters and training camp at Sidi-bel-Abbes. This rugged international outfit is made up of wholesome young men of 62 different nationalities. Upon enlisting, they swear allegiance to no country, but pledge themselves to uphold the traditions of the Legion and its motto, "Honneur et Fidelité."

★ ★ ★

ALL HANDS staff writer Ernest Jeffrey, JOC, has a nose for names. In addition to covering the sports scene for the magazine, he makes it a pastime to collect unusual Navy names. His collection includes one Constantine A. Navy, of Youngstown, Ohio, who has lived up to his name by joining the Fleet. . . . Only a few weeks before, the chief points out, Lieutenant Commander, a Reserve officer of Fort Worth, Tex., became Commander Commander. . . . But neither of these could match the rank of a Navyman signed up at Fargo, N. D. His handle: Admiral John Christman, airman recruit.

The Marines have their odd names too. Like Corporal General, a leatherneck who directs planes on a Korean airstrip or the two eager students at Aviation Electrician's Mate's School at Jacksonville, Fla., whose names are Sparks and Watts!

★ ★ ★

"Pennies from Heaven" is no idle phrase to George Hodgdon, a boatswain's mate first class who earns his keep at the Navy's big submarine base at New London, Conn.

Twice now he has had to retrieve someone else's hard-earned cash and return it to its slippery fingered owner. The first time it was a wallet stuffed full of \$100-worth of bills that he found outside the main gate. And just the other day it was a \$20 bill spotted lying on the lawn. Both were returned, after some difficulty in finding the losers.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 21 May 1951, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

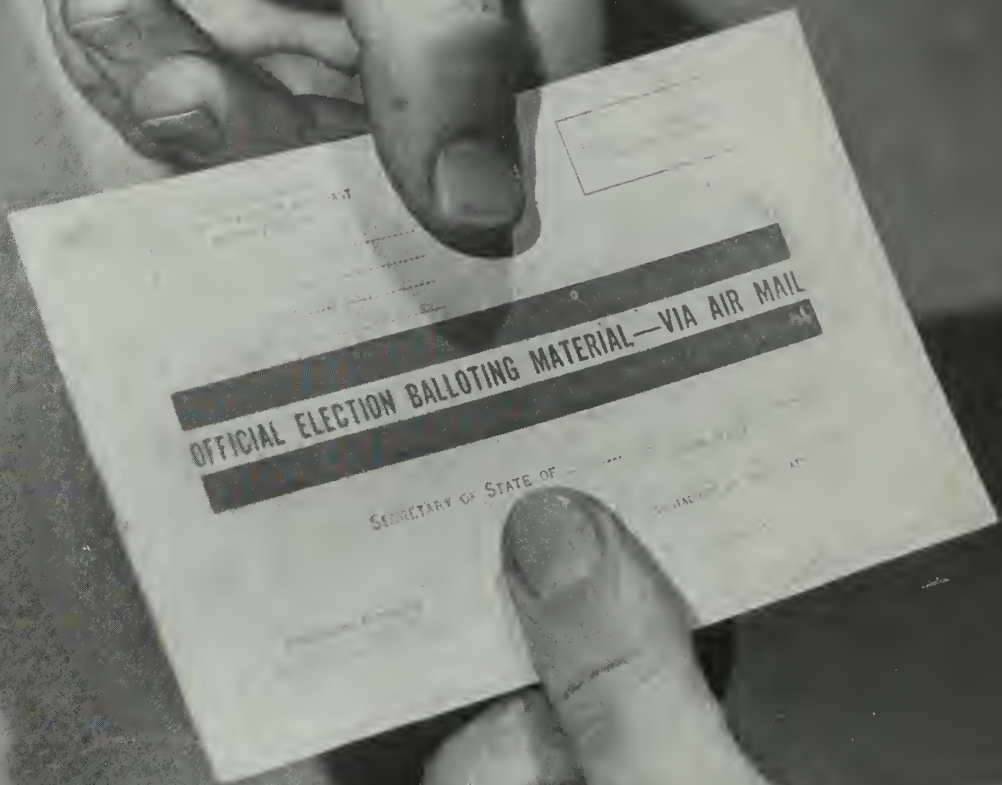
Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

● AT RIGHT: Three men make an eye splice in a 10-inch hawser on board destroyer tender USS Yosemite (AD 19), under the watchful eyes of Harry H. Sample, BMC, USN. ➡



SAILORS AS CITIZENS



VOTE!

SEE YOUR VOTING OFFICER

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

NAVPERS-O

JULY 1952



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JULY 1952

Navpers-0

NUMBER 425

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• FRONT COVER: Waves work in pharmaceutical laboratory, helping prepare prescriptions. The fields of medicine, biology and bacteriology also provide lab-minded women in the Navy with opportunities for interesting assignments.

• AT LEFT: USS *Iowa* (BB 61) is silhouetted in Wonsan harbor against a North Korean backdrop. The photo was taken from on board USS *Cabildo* (LSD 16). *Iowa* was colled to the scene after *Cabildo* was hit by enemy gunfire.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.

Shipyard 'Doctors'

Ship grafting "operations" have joined sections of two ships to two damaged warships in drydock at the Long Beach, Calif., Naval Shipyard and Bayonne, N. J., annex of the New York Naval Shipyard.

On the west coast, the bow of the unfinished *uss Seymour D. Owens* (DD 767) was grafted on to *uss Ernest G. Small* (DD 838). At Bayonne, a portion of the bow of *uss Hornet* (CV 12) became an integral part of *uss Wasp* (CV 18).

Small was damaged by a mine in Korean waters and lost 110 feet of her bow. *Wasp* sustained a huge gash in her bow in a collision with *uss Hobson* (DMS 26) in the Atlantic.

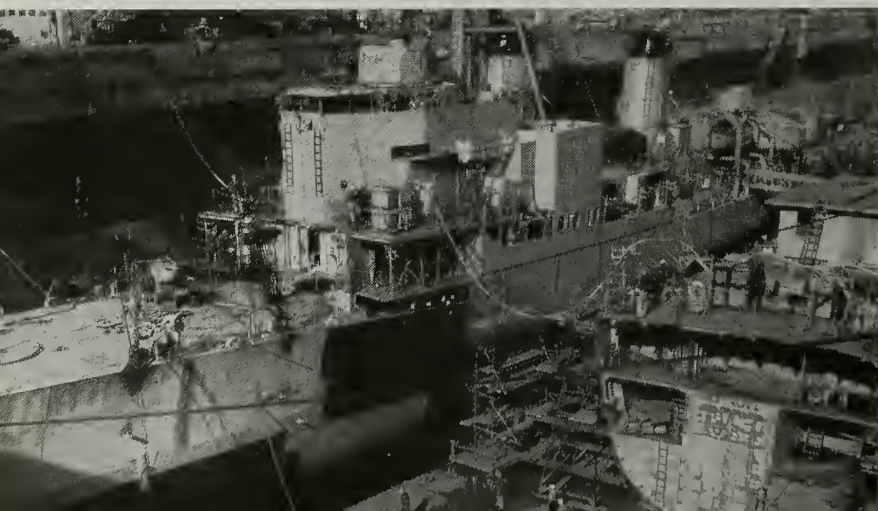
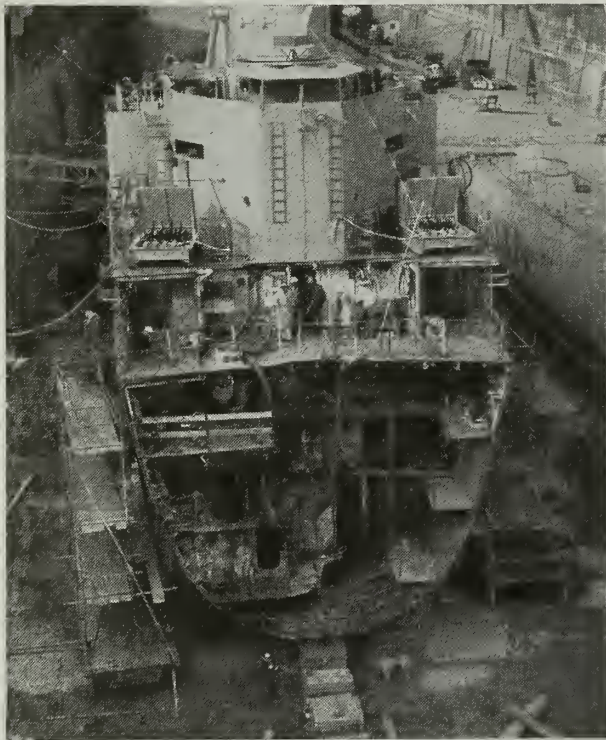
Before *Small* arrived at Long Beach, accurate reports and photographs of her damage had been received at the shipyard. When *Small* arrived, a detailed survey of her damage was made and she was placed alongside *Owens*. It was necessary to make sure that *Small* and *Owens* were, in fact, "identical twins." Both ships were made from the same blueprints, but in shipyards 3,000 miles apart.

A squad of men began cutting away the temporary bow and damaged structure from *Small* while another squad cut the bow from *Owens* in an identical jig saw puzzle pattern. Six large lifting pads were welded to *Owens'* bow and mammoth slings were rigged.

It took about four days to twist and snake *Owens'* bow into position on *Small*. Every effort was made to fit the new bow on in "jigsaw" fashion. In this way, a compartment on *Small* might be surrounded by three new compartments from *Owens*. Thus a compartment could be made up of a deck and two bulkheads from *Small* and have an overhead and two bulkheads from *Owens*. Grafting a new bow on in such a way not only greatly reduces the cost of the job but results in a much stronger ship.

Seventeen welders, working simultaneously, completed the more dramatic phase of the "wedding." Plumb lines had been hung to detect any twist in the bow caused by the mass welding operation and a supervisor watched the lines closely. At a signal from him, one or more welders would slow down or speed up in various locations to counteract any misalignment.

The destroyer was soon ready for a new fitting out of guns, living spaces, mess rooms, hawsers, pipes, anchors



Perform Operations

and miles of piping and cable, and refrigeration.

Around-the-clock repair work enabled *Wasp* to receive an 85-ton piece of the *Hornet*, in record time.

Divers from the Navy Salvage School at Bayonne went down to study *Wasp's* damages as soon as the carrier was moored. The damage extended about 30 feet below the waterline and reached back some 40 to 45 feet from the bow. The upper tear resembled three irregular teeth. A shaft from *Hobson* had been thrust 75 feet inside *Wasp* but later shook loose.

After ammunition and aviation fuel were unloaded, the carrier was placed in drydock at the Bayonne annex of the New York naval shipyard at Brooklyn.

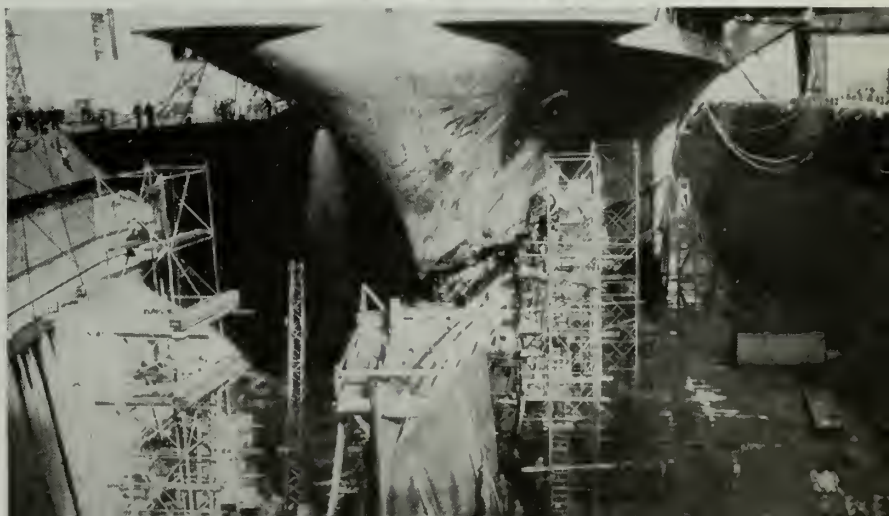
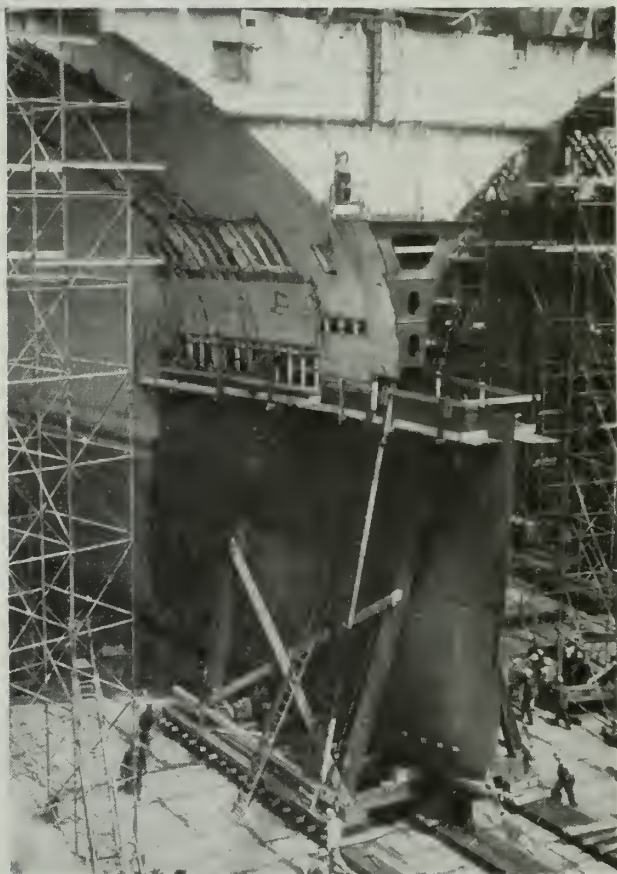
As acetylene torches went to work cutting away the ragged edges of *Wasp* another "operation" was taking place across the bay. In the Brooklyn yard, more torches were at work cutting away a section of bow from *Hornet*, which is now under conversion.

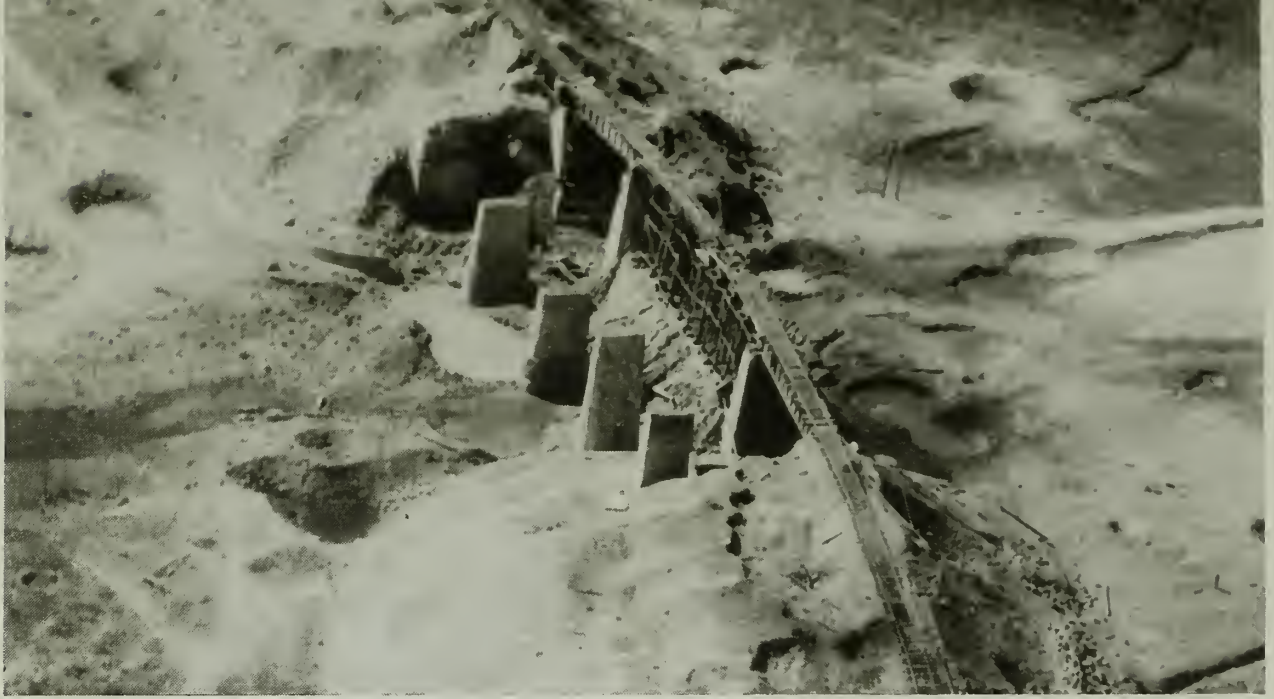
The new bow was hauled across the bay in a barge. Two huge cranes on railroad tracks carried it the rest of the way to *Wasp's* drydock. Since *Wasp* and *Hornet* are almost identical twins, only minor "fairing" or shaping was necessary to make the *Hornet* section fit onto the *Wasp*.

Only one day after *Wasp* went into drydock, its new bow was lowered into position. The entire operation—including construction of a new forward deck—was completed in 10 days and *Wasp* resumed her voyage to the Mediterranean.

Upper left: The number two mount has been removed and preparations are being made to remove part of *Small's* forward deckhouse. *Left center:* Deckhouse and temporary bow have been removed and workmen are preparing to cut away the remainder of the damage structure. *Bottom left:* Bow from *Owens* is being jockeyed into position on *Small*.

Upper right: Damaged section of *Wasp's* bow is shown as water drains from the Bayonne drydock. *Right center:* Bow from *Hornet* has been cut by acetylene torch and rests on rolling scaffolding. *Bottom center:* Section of *Hornet's* bow has been moved clear of the *Hornet* and workmen attach crane hooks so that the section can be hoisted onto a barge. *Bottom right:* Cradled *Hornet* bow is moved into position under *Wasp* just before the "welding ceremony."





GOOD PHOTO RECONNAISSANCE tells what to blast. Later surveys, like this one, indicate the extent of damage.

Photo Reconnaissance—Eyes On Korea

THE F9F Panther, catapulting from the flight deck of the aircraft carrier, becomes airborne, gains altitude slowly and banks off to port. In the cockpit, the pilot eases the stick and sets his course westward for the coastline of Korea.

Minutes later, another F9F is catapulted into the morning haze to join the first. The second plane, a fully armed Panther, is an escort for the other aircraft, a sort of protective "big brother."

The first plane can use a little protection. It is a photographic reconnaissance plane, an aircraft with a fighter plane's body but none of the fighter's power to hit back, a plane loaded not with rockets and guns and ammunition but with camera equipment. With a photo pilot, speed, maneuverability and a quick sense of timing must make up for his craft's lack of firepower.

It is the job of these stripped-down babies to get the vital photographic coverage of enemy positions and transportation facilities in Korea that will enable the fighters and bombers of the Seventh Fleet to come back and plaster those positions into oblivion.

In a war of attrition such as the conflict in Korea in its present state, photo planes play a key role. Very often it is the photo pilot who brings

back the first intimation that the enemy is building up in a certain area, or who can prove with one of his sharp pictures that the Communists have repaired a certain bridge and are moving troops and equipment over the span once more.

The two planes have now arrived over the innocent-looking Korean coastline. The photo pilot checks his position. The target for today is a railroad marshalling yard, an im-

portant point in the Reds' north-south movement of men and supplies. Quickly orienting himself, the pilot finds he is to the south of the assigned target area.

He banks to the right. The escort follows suit.

The escort's job is cut out for him. Should the photo plane meet enemy aircraft, the escort will attempt to fend off the attackers until the photo plane can hightail it out of reach. Should the photo pilot be shot down and parachute safe to the ground, the escort will circle the area to strafe ground opposition until help in the form of a helicopter arrives to pick up the downed pilot.

A few minutes flying time has elapsed since the Korean coastline came into view and both planes are nearing the target. Now the photo pilot pushes his nose over and begins a steep glide approach to the target. He well knows that to get the best picture of the yard, he must get down to around 5000 feet or thereabouts.

As he goes into his dive, he catches a glimpse of his escort nosing over to follow him down. 20,000 feet . . . 15,000 feet . . . 10,000 feet . . . 5000 feet. He's into his run, whipping over the yards at more than 500 mph. He flips the camera on to record the panorama flashing by.



RECON PILOT gets ready for flight over enemy territory. Note camera mounted above plane's number.

Antiaircraft fire, the photo jet's deadliest enemy, comes up to meet him, the puffs of smoke black against the blue sky. The plane rocks from the bursts but hurtles on. The pilot gives it some rudder to dodge a thick cluster of bursts ahead.

Seconds later, seconds that seem like hours, he emerges from his run, flicks off the camera, and performs the time-honored maneuver known as "getting the heck out of there."

A half-hour later, the plane lands smoothly on the mother carrier and an enlisted photographer's mate runs out to unload the magazine of film and rushes it to the laboratory below decks. Within two hours—give or take a few minutes—the printed pictures will be ready for the air intelligence officer who will make good use of them to brief the fighter and bomber pilots on another Communist target that will soon feel the lash of the Navy's air arm.

Such is a typical mission flown by a photo reconnaissance plane. And typical of a topnotch photo recon outfit in action is VC 61 (Composite Squadron 61), a squadron whose planes have photographed targets the length and breadth of the Korean peninsula. Detachments of VC-61—aircraft, officers and men—are on board every major carrier in the Far Eastern theater.

There are not many worthwhile targets on the battered peninsula that haven't had their picture taken by the roving snapshot artists of the squadron. Chief Photographer's Mate W. L. Hoffman, USNR, the chief petty officer in charge of the photo lab on board USS Valley Forge (CV 45), reports that in a recent 43-day period, he processed no less than 100,000 aerial photographs taken in the combat zone by the VC-61 detachment based on board that carrier.

Intensive photographic reconnaissance such as this pays off in accurate and productive strikes by the attacking planes. Often, for example, two targets are located so close together on the ground that they appear as a solitary dot on a map. In order to insure that the fighter or bomber pilot will hit the right target, the briefing officer will give him a photo of the target area with his objective clearly marked on it. The photo will also show him the appearance of certain landmarks that will lead him to the target.

In addition to providing such in-



BACK FROM FLIGHT, pilot-photographer stands by plane as camera is removed from its mounting. Photo recon planes are escorted by fighter aircraft.

formation for strikes, photo planes also help assess the damage inflicted on the target. Whenever possible, each target gets this "before and after" treatment—a photo of the target to be hit and another shot of the target after it has been hit. This careful verification of hits keeps the claims of damage done to the enemy at a high peak of accuracy.

As a secondary mission, photo planes sometimes actually accompany the attacking planes to the target area to photograph the target under attack. Such photographs are used for training purposes and for

release to the United States press.

At the beginning of the Korean fracas, VC-61 was assigned another job to do as well—photograph the entire coastline of Korea from the 38th Parallel to the Siberian border. This was necessary because at that time the only maps available were old and not very accurate Chinese and Japanese charts. Some maps were so inaccurate that railroad tracks and yards were shown on the opposite side of a river from their actual location.

Much of the success of VC-61's aerial shutterbugs is due to the ex-

AVIATION PHOTOGRAPHER'S MATE develops a roll of 'sonne' film which is shot by a shutterless camera. Film is one continuous strip without any breaks.





PRINTS OF SORTIES, flown by recon squadrons, are cut and sorted after developing. Then skilled interpreters give them 'fine-tooth-comb' check.

pert training given its officers and men at the squadron's home base at Miramar, Calif. At Miramar, the squadron maintains a number of old F6F *Hellcats* (for basic work) as well as F9F *Panthers* (for the advanced course).

It is from the California air station that photo units are deployed to the carriers as needed. A total complement of more than 80 officers and nearly 400 enlisted men is required to maintain both the parent unit and the detached units throughout the Pacific.

Before entering combat, each VC-61 pilot receives an intense, specialized period of training lasting several months. This training period,

which begins as soon as the pilot joins the squadron, includes not only the actual taking of aerial pictures of specific targets but also the general processes of photography and photographic interpretation in conjunction with standard fighter pilot training involving precision and instrument flying.

A list of the courses he studies will give you the idea: basic photography, pin-point photography, strip photography, map making, photo arrangement and scales, instruments, navigation over land and sea, fighter tactics, field and carrier landings and photo interpretation indoctrination. When ready to be detached, the pilot is not only adept

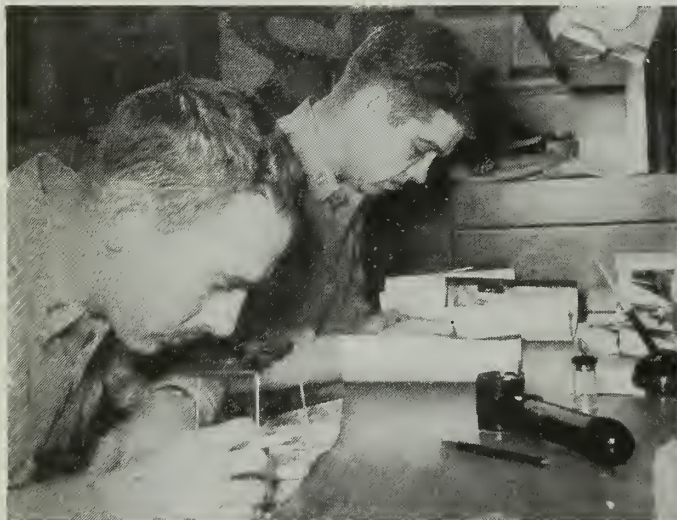
at photo work but is capable of handling his aircraft under any and all conditions as well.

In order to give the enlisted photographer's mates the finest training available, the VC-61 command has set up a schedule of lectures and field training exercises to supplement material taught them at the photo school at Pensacola, Fla., and to give strikers who have not been to school a thorough indoctrination in naval photography.

The strikers get a series of lectures on subjects such as camera installation, type of aerial cameras, how to load, film developing and printing, and chemical mixing.

Prior to the departure of a photo team, pilots and photo mates go through an added intensive two-week training period together. During this period, they learn the theory of aerial photography, photo reconnaissance (vertical and oblique) and short-strip map making. It is during this final period before shoving off that the two training programs are thoroughly integrated to produce a well coordinated photo team.

The pay off on all this training comes when the air intelligence officer of one of the fighting carriers walks into the ready room with an armful of the latest photographs and maps of the area to be hit that day. Each photo or map is the result of a well-executed flight by a photo plane into the enemy's own backyard plus the speedy and accurate work of processing done by the nimble-fingered photo mates to turn out the finished set of prints in the shortest possible time.



INTERPRETERS view photos of enemy concentrations. At right: An 'overlay' of strike area is made for distribution.



Medics in Training

The U.S. Naval Medical School celebrates half a century of continuous service this year. Located in the National Naval Medical Center, Bethesda, Md., for the past 10 years, the school provides postgraduate instruction for medical officers and hospital corpsmen.

Seven postgraduate courses are offered to Navy doctors ranging from basic naval medicine to courses in the medical aspects of special weapons and radioactive isotopes.

There are 12 special technical schools for enlisted men, including pharmacy, chemistry, laboratory procedures, X-ray and photofluorography, medical photography, physical medicine, occupational therapy, radioactive isotopes, duplicating technique, tissue bank, blood bank and optometry.

Top left: Operation is photographed on motion picture film which will be used for teaching. Top right: Two men work on a class project in X-ray school. Students in laboratory school buckle down to a practical demonstration (center). Below right: Medical officer unloads the freeze dryer at the tissue bank. Below left: Radioactive material is cautiously removed from shipping containers. Instrument shown in picture is known as a "cutie-pie" and is a radiation detector monitor.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **NEW PAY FORM**—A new military pay record is now in use. The new form, Form DD-113, replaces the familiar Nav. S. and A. Form 500 which first went into use in 1944. As with the replaced form, the new form will be carried with each person upon transfer and will be turned over to the new commanding officer or disbursing officer upon reporting. It is of the same size, and its appearance is similar.

At the same time Form DD-113 went into use in the Navy (1 July 1952), it also went into use in the Army and Air Force. "Cross-servicing" of military personnel for pay purposes is therefore greatly simplified. A navyman, for instance, can now be paid at a USA or USAF activity a lot faster than was formerly possible.

A joint-service committee devised the new form (which has no connection with the recent military pay

raise). It is an outgrowth of a new pay system adopted by the Army and Air Force which was patterned on the Navy system.

• **TIE CLASP** — A standard tie clasp is now authorized for wear by officers, warrant officers and chief petty officers. Its wear is optional and it will be available in Navy Exchanges in the near future. The standard clasp, according to the description contained in BuPers Circ. Ltr. 77-52 (NDB, 15 May 1952), is a straight bar type with press back fastener, gold in color, three inches long and three-sixteenths inches wide. The face of the bar is horizontally grooved and the back is stamped USN STD 01007.

The tie clasp may be worn with any uniform when the black four-in-hand tie is prescribed. It must not be visible, however, when the uniform coat is worn.

• **INSURANCE DIVIDEND** — Payment of the 1951 special dividend on National Service Life Insurance policies will be completed, in nearly all cases, by 31 July 1952 according to the Veterans Administration.

An unavoidable delay of payment of dividends to personnel on active duty was caused by the enactment of the Servicemen's Indemnity and Insurance Acts of 1951. As a result VA had to withhold payments until it had been determined whether or not the serviceman had waived premiums under this Act.

Naval personnel are requested to withhold inquiry concerning their 1951 dividend payments until after 31 July 1952. Such inquiries only tend to delay the payments. If payment of the 1951 dividend has still not been received by 31 July, requests should be directed to the Veteran Administration office which handles your National Service Life Insurance policy.

• **ALABAMA INCOME TAX**—Blue-jackets from Alabama may have a refund coming to them if they have paid State income taxes since 24 June 1950.

The State of Alabama income tax law contain a provision that "money paid by the United States as compensation for military services rendered to the United States when the U.S. is at war, and six months after the termination of that war" is excluded from gross income tax.

The State's Attorney General rendered an opinion dated 12 Mar 1952, which states that the period of the Korean conflict which began 24 June 1950 is a "time when the United States is at war with a foreign state." Service personnel who have paid state income tax on their military pay for services performed after 24 June 1950, may be entitled to a refund. Information and the forms to claim a refund may be obtained by writing to the State Department of Revenue, Montgomery 2, Ala.

• **NEW EM RAINCOAT** — Double-breasted raincoats for enlisted men below chief petty officer are now being procured. The new raincoat will eventually replace the present type "B" black raincoat when stocks of the present style are depleted and those in possession of individuals are no longer serviceable. Both styles of raincoats are "regulation" and

WHAT'S IN A NAME

SOFAR

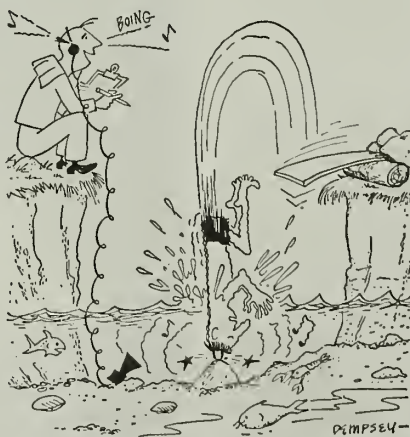
SOFAR is an underwater sound system designed to aid in locating air and ship survivors. The system gets its name from the letters in the phrase which describes its operation — **S**ound **F**ixing **A**nd **R**anging.

Developed about six years ago, SOFAR is based on the discovery that sound travels the greatest distance through the ocean at depths ranging from 2,000 to 6,000 feet.

If SOFAR is accepted for operational use, survivors of shipwrecks or of aircraft downed at sea who are equipped to use this system will be able to drop underwater bombs (TNT charges) constructed to explode at a depth of 3,000 to 4,000 feet. The explosion will send off sound waves that can be picked up by hydrophones connected to SOFAR shore stations by underwater cables.

Operators at three widely-spaced stations, on picking up the signal, can plot the position of survivors by comparing the times they received the signal and referring to special charts to tabulate the dif-

ferences. These time differentials, compared by the receiving stations with respect to the point of origin of the explosion, can "fix" the location of survivors within a few square-miles as far out as 2,000 miles at sea.



Fifth in Family Joins Up After Loss of Kin in Hobson

A young Navyman whose brother was lost at sea in the sinking of the destroyer USS *Hobson* (DMS 26) in late April is carrying on the Navy tradition. He enlisted in the Navy, the fifth brother in his family to join the Fleet.

Only 17, Casimir Kruichak, of Tunnel City, Wisc., was accepted for a minority enlistment at the U. S. Navy Recruiting Station in Minneapolis, Minn. Max Kruichak, the young sailor's father, is a veteran of World War I.

may be worn concurrently within a command.

The new coat is made of lightweight combed cotton fabric of oxford weave and is finished with a water-repellent. A full detachable belt of same fabric, fitted with a black non-metallic buckle, adds to the smartness of the coat. Another new feature is open-through slash pockets. The coat will be available in a complete size range with short, medium and long lengths to insure proper fitting.

• **REQUALIFYING DIVERS** — To maintain readiness of the Navy's salvage program and overcome a shortage of qualified salvage divers, the Bureau of Naval Personnel has begun a series of courses at Bayonne, N. J., San Diego, Calif., and Pearl Harbor, T. H., for the *requalification* of salvage divers.

Only personnel who have previously qualified as salvage divers and whose designation has lapsed for failure to meet the requirements set forth in *BuPers Manual*, Art. C-7408-(11), are eligible to enroll in the requalification course.

The convening dates and curriculum at each of the three naval schools are outlined in *BuPers Circ. Ltr. 80-52* (NDB, 15 May 1952). Quotas for the courses are controlled by the commanding officers of each training activity.

All candidates for requalification training must take physical exams in accordance with Art. 15-30, *Manual of the Medical Department*, as well as a recompression chamber test at the nearest activity having test facilities.

• **CPO RATING BADGE** — The requirement for the wearing of rating badges by CPOs on the sleeves of khaki shirts has been discontinued, and rating badges shall be removed. CPOs shall wear no distinctive distinguishing insignia on khaki shirts.

• **TRAVELERS TO JAPAN** — The recently-signed Treaty of Peace with Japan has an effect on naval personnel and their dependents in regard to documentation for travel to Japan.

Military permits are no longer required for travel to Japan. Instead, American citizens must provide themselves with the following documentation:

• Members of the armed forces—Passports and visas not required. However, they must be in possession of personal identity card and individual or collective travel order. The ID card must show name, date of birth, rank and number, branch of service and photograph. The travel order must certify to the status of the individual or group as a member or members of the U. S. armed forces and to the travel ordered.

• Civilians with status in an armed forces component—Passport is necessary; visa is not.

• Dependents of a person in one of the above two categories who are traveling to reside with that person—Passport is necessary; visa is not. The passport should set forth the dependent status of the bearer. (If, however, the dependents are traveling as tourists, both passport and visa are necessary.)

General travel—Both a passport and a visa are necessary. (Passports will be issued for travel for business or pleasure.)

A passport certifies citizenship and authority to leave the country. A visa is just like an endorsement on the passport.

This information is provided by the Passport Division, Department of State. The division also states that those who are required to have passports as outlined above must have them prior to their departure from the continental U. S.

Visas may be applied for at Japanese consulates located in Washington, D. C.; New York, N. Y.; San Francisco, Calif.; Los Angeles, Calif.; Seattle, Wash.; and Honolulu, T. H.

QUIZ AWEIGH

Though your mind often succumbs to wander-lust during these summer months, see if you can guess the answers to this quiz before turning to the answer page



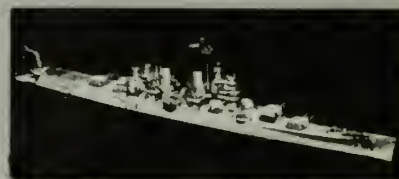
1. The medal at the left, established 2 July 1926 and retroactive to service subsequent to 6 April 1917, is the Distinguishing Flying Cross. It is awarded for (a) combat action only, (b) non-combat action only, (c) combat or non-combat action.

2. At right is a medal that has been earned by hundreds of men in Korea. It is the (a) Silver Star Medal, (b) Bronze Star Medal, (c) Legion of Merit.



3. You would be correct in identifying the distinguishing mark at left as being worn by (a) aviator utility men, (b) bombsight mechanics, (c) aircraft gunners.

4. The mark at the right, worn on the left breast, is a (a) submarine insignia (embroidered), (b) submarine combat patrol insignia, (c) ballast pilot insignia.



5. You're up on your ships' history if you know that USS *Saint Paul* (CA 73) is of the (a) *Oregon City* class, (b) *New Orleans* class, (c) *Baltimore* class.

6. This veteran of Korean War service is the farmer (a) *Rochester*, (b) *Pittsburgh*, (c) *Albany*.

ANSWERS TO QUIZ ON PAGE 53



CATERPILLAR carves icy runway for C-54 on floating island. The plane had flown an engine in to stranded P2V.

Operation Skijump—Men Against Ice

EARLY THIS SPRING nine members of a Navy polar expedition were stranded 800 miles north of Point Barrow, the most northerly tip of Alaska. Considered from another direction—they were 410 miles south of the North Pole.

Not many years ago, in the days of dog-sled polar expeditions, this situation would have spelled sure death for most, if not all, of the party. But polar science has come a long way since the dog-sled days. The "stranded"—seven Navy airmen and two civilian scientists—were back at the Alaskan mainland base at Point Barrow in four and one-half days, joining the other members of the 34-man research group.

To permit this achievement, the P2V *Neptune* rescue plane had made an 1800-mile round trip from Point Barrow south to Kodiak for repairs during the time the men were stranded on the polar sea ice.

The Arctic rescue was one of the dramatic points of *Skijump II*. Or-

ganized by the Geophysics branch of the Office of Naval Research, the expedition was the second scientific polar operation in as many years. Last year's expedition, *Skijump I*, and this year's expedition were organized for the purpose of making oceanographic studies of the Arctic Ocean in winter.

The expedition also provided opportunities to develop techniques of landing heavy aircraft on sea ice and to test the effectiveness of men and their equipment under actual Arctic conditions. Here's a summary of developments and discoveries of *Skijump II* up to the events of the rescue.

Last winter the various components of the expedition began con-

verging on the Point Barrow headquarters. On 10 February, a P2V and an R4D which served as the expedition's "flying laboratory" left the Naval Air Test Center at Patuxent, Md., for Point Barrow, Alaska. They were followed 12 days later by a second *Neptune*. Other patrol planes from the Naval air station at Kodiak, Alaska, brought in additional material for the expedition.

After a month's preparation, the flying lab and one of the P2Vs departed for a point 360 miles nearer the pole and established the first oceanographic station. Emergency gasoline was cached for use by later flights working nearer the pole. More "jumps" to specific observation points followed in rapid succession.

Working in temperatures that ranged from minus 40 to minus 20 degrees Fahrenheit, the scientists, assisted by the Navymen, began their scientific observations. These were of three types: oceanographic (study of the ocean and its phenomena), me-

**Expedition to the Far North
Turns Up Some Answers
For the Navy and for Science**

teorological (study of the atmosphere—especially variations of heat, moisture and wind) and geophysical (study of the earth and factors which modify it).

In one type of scientific observation, the men would bore a hole through the ice with a power-driven earth auger. A weighted cable was led from a gasoline-powered winch bolted in the plane's fuselage, through an overhead meter wheel located directly above the hole and finally, into the hole. Nansen bottles were attached to the cable for collecting water samples at specified depths, and for holding the reversing thermometers that determine the exact temperature of the water.

These water samples from the Arctic Ocean were later analyzed to determine nature and perhaps the source. Determination of the latter factor can be used to plot the course of the drifting ice pack.

In another type of oceanographic observation, dynamite was used in determining ocean depths. A seismographic machine picked up and recorded both the initial explosion and the rebound echo. The ocean's depth was then computed from the distance between the *explosion graph line* and the *echo graph line*.

Soundings by the Navy scientists at various oceanographic stations indicated ocean depths of over 10,000 feet. Soundings made in 1909 by Admiral Robert E. Peary were confirmed by these findings. Peary measured depths of 10,000 feet and more.

The R4D, which now lies damaged on the desolate polar sea ice, was well equipped for its mission as combined flying laboratory and



FLOATING ICE ISLAND provided rugged campsight for 'Skijumpers.' The island is about nine miles long, four miles wide and 200 feet thick.

"home and feeder" for all hands.

In addition to its power winch, auger, cable, Nansen bottles and seismographic machine, the R4D flying lab carried reversing thermometers, a gravity meter, chemicals, dynamite and a \$6,000-gyro compass especially developed for high-latitude navigation.

In the old days of Arctic exploration, explorers bunked down in igloos and snow-banked tents. *Skijump II's* members bunked down in the R4D's fuselage when "on the trail." The nine men slept in a space seven feet high by 30 feet long. Heat was furnished by a noisy auxiliary power unit. It spread the heat somewhat unevenly. The top of the cabin was uncomfortably hot; the floor was cov-

ered with a solid sheet of ice.

Water was no problem for as long as there was heat, ice would melt. The crowded spaces of the plane's interior made dishwashing difficult. But it was soon discovered that by placing a hard-to-clean article such as a frying pan outside the plane it was possible to flick off the frozen remains. This left the pan as clean as a whistle.

Getting along in the Arctic regions calls for special techniques. Flying is no exception. You would think that with thousands of square miles of ice, the pilot could land his plane where his fancy directed. But if he set his 15-ton R4D or 32½-ton P2V down on overly thin "skim" ice, the plane would undoubtedly break



BROKEN R4D propeller gets once-over. Right: Wrecked landing gear and propellerless engine spelled 'finis' for R4D.



DOUBLING as 'cook's helper,' Henry Rhodes, AE1, became expert beard-trimmer while aground on ice floe.

through the layer of ice and sink into the cold, murky water.

Last year, one of the planes landed by chance on a stretch of skim ice. When an ice boring showed the ice to be only 18 inches thick, the pilot took his plane out after a five-minute stay.

When a pilot wants to make a landing on the polar sea ice, he flies very low, his eyes and the eyes of others in the plane closely scanning the area for cracks, sharp ridges and for indications of ice thickness. Old, rough ice is avoided. The pilot

looks for a new ice "lead" of smooth ice.

If all looks well, he drops the plane down for a *touch and go*, feeling out the strength of the ice with his landing gear. If this step comes off satisfactorily, the plane circles around and lands in his original tracks.

It wasn't the landing, however, that brought the R4D flying lab of *Skijump II* to its Waterloo. It was the take-off.

She was on the expedition's fifth "deep water oceanographic station," about 410 miles from the pole.

As the plane was taxiing for the take-off, the ski-like landing gear hit a soft snow ridge. It had been a bouncing take-off all the way. The passengers, lashed to their bucket seats, didn't notice anything unusual about the last large lurch, but the plane's landing gear had collapsed. The R4D careened to a halt. One of its wings was buried in the snow.

Reaching for the crash bar to cut the ignition switches, the plane commander shouted "abandon ship." Fire extinguisher in hand, the crew chief charged out the escape hatch to check the smoking engines for fire. He was followed by the remaining occupants who carried out food, clothing, heaters and tents.

In less than two minutes every man was standing with his survival equipment about 60 feet from the plane to escape a possible blast from the smoking engine. Luckily it was a false alarm—no fire, no explosion.



VOLUNTEER CHEF, LT Robert Bascom, co-pilot of P2V, cooked meals for 33 men on 'two-burner' stove.

The plane, however, was a dead pigeon, isolated in the Arctic wastes.

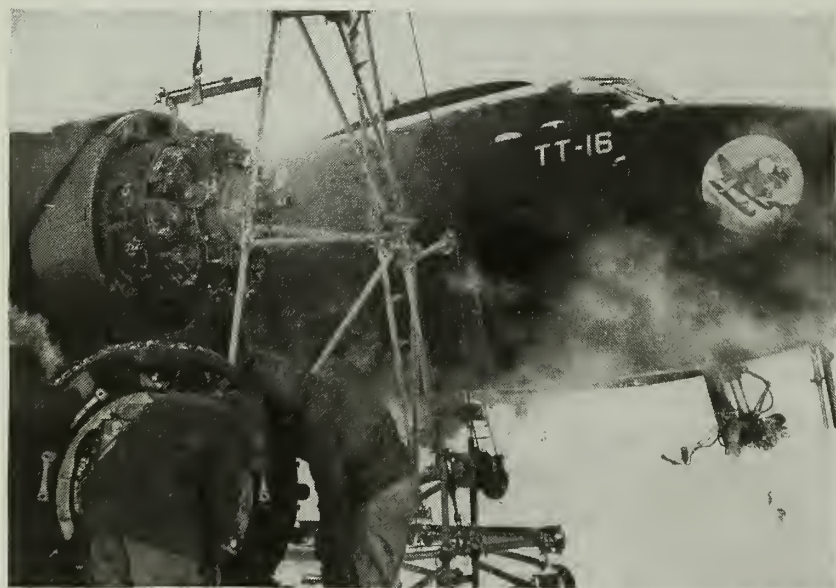
The first concern was to get out a radio report. Then, in the next hour and a half, all hands squared away the gear. As an added safety measure in case the ice under the plane gave way, a tent to hold survival gear was rigged at a safe distance from the plane. The auxiliary power unit was put in operation.

A 10-days' supply of food was on hand. The group was confident that a rescue plane would come in before the food ran low. To prepare for the expected plane, a landing strip had to be leveled. The big *Neptunes* aren't helicopters. Over a 2,500-foot stretch of snow humps were smoothed, depressions filled in and the snow packed down hard.

Located as they were less than 500 miles from the pole, the group had the benefit of almost continuous daylight. The nearest thing they had to darkness was five or six hours of semi-twilight each "night." Even then, they could see the sun's red glow over the horizon.

Meanwhile, far to the south at Kodiak Island the rescue plane was being readied. After a 1,700-mile hop, the *Neptune* landed on the prepared strip.

The stragglers loaded their survival gear into the *Neptune* in case of further trouble. Then they put in all the scientific equipment that weight and space limitations would allow. Finally, it was "all aboard."



MAINTENANCE crew checks replacement engine for P2V. The C-54 which flew engine to the island was 'beached' until runway could be cleared.

Thanks to the thorough snow-leveling job, the *Neptune* took off smoothly.

The scope of the skijump operation is indicated by its variety of equipment. For example, the flying lab carried fox traps, in the hope of catching an arctic fox, and a high-powered rifle—in the event a troublesome polar bear came moseying around.

With the oceanographic phase ended, the expedition turned to arctic operations and tests. The two *Neptunes* continued their survey flights over the polar sea ice. A feature of this final phase was a landing by the two planes on a "floating ice island" located within a few miles of the North Pole. This ice island is a huge, solidly-formed mass of ice that drifts with the ocean currents.

But bad luck continued to dog the expedition. During a second take-off from the ice island, the starboard engine of one of the *Neptunes* developed valve trouble. Here was an accident that could have happened anywhere—but it chose to happen 60 miles from the North Pole. Armed forces cooperation helped to solve this problem.

Twelve days later a new engine was brought to the ice island by an Air Force C-54. This plane also brought a prefabricated "Jamesway" hut to provide protection for the additional men as well as two gasoline aircraft heaters, an "A-frame" for hoisting the new 2,850-pound engine into place and a five-man engine repair crew from Fleet Aircraft Squadron 114 at Kodiak.

The Fasron mechanics—plus three mechs from the downed *Neptune*—blew on their hands and started the job. Working around the clock in temperatures that sometimes reached 70 degrees below zero, they installed the engine in three and one-half days. The job ordinarily isn't done much faster, even in the protection of a warm hangar.

The commanding officer of Fasron 114, complimenting the men for the speedy job, pointed out that through efforts like theirs, the Navy has learned many operational lessons in the two *Skijump* operations.

Nineteen days after the crack-up on the ice, the *Neptune* landed at Thule, Greenland, with all hands aboard. Despite the difficulties encountered, *Skijump* II had been an important contribution to the valuable knowledge of the Arctic.

Where do the 'Meanders' Meander?

Most sailors know that the Gulf Stream is (1) like a vast river flowing in the Atlantic Ocean, (2) that it flows north, then circles east, (3) that it warms the surrounding area, (4) that ships which "join" it pick up a few knots, and (5) that ships which "fight" it lose a few knots.

Scientists don't know much more about it—but they're learning.

Interesting results have come from a year-long survey of the Gulf Stream off the East Coast of the U.S. between Cape Hatteras and Key West.

This survey, completed last year, was under the joint sponsorship of the U.S. Coast and Geodetic Survey, the U.S. Navy Hydrographic Office and a commercial instrument company. The groundwork was done by nine loran-equipped merchant tankers which during north-bound and south-bound passages took hourly observations.

For one thing, the survey reveals that the stream is filled with twists and turns similar to the bends of regulation land-based rivers. This snake-dance development contrasts with an older concept of the Gulf Stream which pictures it as a straight running stream.

Ocean charts for many years have indicated the approximate position of the stream. The path most widely used—and shown on charts by a series of dots—is one defined by studies of the Coast and Geodetic Survey conducted in 1891. Evaluations of the tankers' reports by oceanographers are throwing new light on the behavior and positions of the stream.

The Gulf Stream is now known to have seasonal fluctuations in its speed and path. In summer, for instance, the mean speed is about one knot greater than in winter. The

mean path also varies between these two seasons. In some yet undetermined manner, these variations, as well as periodic fluctuations in path and speed, are related to tidal cycles and lunar phases.

A further result of the survey revealed giant, slow-moving waves that move along the stream in the same direction as the current. Termed "meanders", these waves appear to move 10 to 20 nautical miles a day. The Gulf Stream, on the other hand, clips along at 60 to 100 miles a day.

These "meanders" seem to have a wave length of from 175 to 250 miles. In the regions studied, their passage caused the stream to wander from side to side over a range of some 30 miles. "Meanders" apparently originate somewhere in the deep tropics and move along the Gulf Stream toward the Arctic.

Purpose of the survey was to locate more accurately the stream's position so that coastal shipping might better utilize the current. A ship does this by riding in the stream while steaming north. A ship steaming south, however, tries to avoid the stream—another good reason for determining its path.

Plans are now underway to extend the survey west into the Gulf of Mexico (where the Gulf Stream originates). This Gulf survey combined with the above described survey and a previous survey made from Cape Hatteras northward would provide a realistic picture of this famed old ocean current.

Meanwhile, research vessels *Atlantis* and *Albatross III*—out of Woods Hole, Mass.—carried on an investigation of the Equatorial Current. This west-running stream piles up water in the Gulf of Mexico, giving birth to the Gulf Stream.



Mobile Air Bases

carrier task force in modern warfare.

"The attack carrier which played such a large part in the winning of World War II was the *Essex* class. We built 24 of these ships and we still have all of them," Admiral Fechteler said. "Nine are in the active fleet and fifteen are in mothballs. The design for these ships was completed in 1940. Since that time, the design of aircraft has progressed well beyond the capability of the 1940 carrier to handle satisfactorily.

"We have modernized the *Essex* class and have greatly increased its effectiveness but the time has come when we cannot change the 1940 hull to handle the airplanes of 1953 and thereafter.

"The *Midway* class of carrier, of which there are three, was completed after World War II but was constructed in accordance with a design completed in 1943.

"Dimensions of available aircraft nearly exceed the capabilities of the *Midway* class. We can do something by way of modernization but we cannot put the *Midways* into condition to handle the planes of a few years hence.

"Congress last year appropriated for the first of the modern carriers," the Chief of Naval Operations said, referring to the new *Forrestal*. "It will be a flush-deck ship of 60,000 tons displacement. It can handle the carrier-type planes which will be available before the ship is completed.

"Modern carrier aircraft are heavier and larger in size than their predecessors. Being jets, they consume more fuel. Their landing speeds are greater. The effectiveness of jet fighters depends upon their being catapulted rather than being flown from the flight deck. Their bomb load is greater than the older planes. They require a bigger ship to service and operate them."

The Chief of Naval Operations gave seven major reasons for the need for modern aircraft carriers. These reasons, Admiral Fechteler stated, are briefly:

- The increased weight of aircraft.
- The need for increased fuel capacity due to jet propulsion.



CARRIER-BASED planes give support to UN forces. Here USS *Essex* (CV 9) plows through Korean waters, loaded with *Skyraiders*, *Corsairs* and F2H jets.

THE keel is expected to be laid this month for the latest of the Navy's aircraft carriers, *uss Forrestal* (CVB 59).

The new carrier, the first large flush-deck carrier in U. S. Naval history, will be slightly longer and considerably wider than the three present carriers, *Midway*, *Franklin D. Roosevelt* and *Coral Sea*, and the new ship's displacement will be roughly 30 per cent greater.

Over-all length of the *Midway* is 968 feet; the length of the *Forrestal* 1040 feet. Maximum width of the *Midway* is 136 feet; the maximum width of *Forrestal* 252 feet. All types of naval aircraft now flying or on the drawing boards will be able to take off and land on *Forrestal's* broad deck.

The new carrier, shown here in an artist's conception, is the next logical step in design. In addition to having an island built on an elevator so as to be retractable, the vessel will have four catapults each capable of firing a fighter into the air at the same time.

In a review of the progress of

work on *Forrestal* to date, the Bureau of Ships revealed that orders were placed for the main turbines, boilers and reduction gears within a month after the contract was awarded in July 1951. A large portion of the structural steel for the ship has already been delivered to the Newport News, Va., Yard.

BuShips estimates that *Forrestal* will be launched in March 1954, 20 months after the laying of the keel. Total cost of the vessel is expected to be about \$218,000,000.

Admiral William M. Fechteler, USN, Chief of Naval Operations, making a speech in New York City, reviewed the major reasons why the Navy needs such carriers, and the role of aircraft carriers and the

Modern Aircraft Carriers Have Important Role In the Navy of Tomorrow

At Home At Sea

- The need for more catapults for launching modern fighters.
- The need for more aviation ordnance space.
- The increased over-all dimensions of modern aircraft.
- The increase in aircraft landing speeds.
- The need for better protection against torpedoes, bombs and other weapons.

"Aircraft carriers form the core of the Navy's offensive power," CNO said. "They were so used with excellent effect in World War II.

"They are highly mobile landing fields which may move at 40 miles per hour to any part of the 70 per cent of the earth's surface that is covered by water.

"An important advantage of the carrier," Admiral Fechteler continued, "is that no international agreements or commitments need precede our use of carriers because they necessarily launch their attack from the international waters of the high seas.

"Carrier task forces are self-sustaining and replenish themselves at sea. During the Okinawa campaign of World War II, carrier task forces remained continuously at sea off Japan and Okinawa for a period of 87 days and could well have remained longer if the campaign had been extended.

"A fast carrier task force containing four large carriers can deliver to shore targets in one month the same weight of conventional explosives as the entire German Air Force delivered on English cities in either of the peak months of the blitz.

"The carrier's mobility and maneuverability make it a poor and unprofitable target for bombing attack, even for attack with the atomic bomb.

"In World War II, the navy had a total of 110 carriers, large and small, fast and relatively slow. They spent a combined total of 940 months—over 78 years—in combat areas. They operated by night and by day in all kinds of weather. They were exposed to all manner of attack in restricted European waters as well as in the vast Pacific.

"Carrier task forces are well protected by their umbrellas of fighters carried by the ships themselves. In addition, such task forces are able to put up anti-aircraft fire which far



MODERN CARRIER, USS *Forrestal* (CVB 59) will have four catapults, retractable bridge. Carriers like this can handle bigger faster planes of tomorrow.

surpasses in volume of hot metal any conceivable concentration of artillery fire ashore."

The carrier force packs defensive firepower. For example, CNO said, "the average fast carrier task group of World War II had a concentration of over 1600 guns to use in its own defense. When translated into firepower, that means over 6000 bullets per second or just under 200 tons of steel per minute.

"(In addition), carriers are normally accompanied by cruisers and

destroyers. The firepower of a single destroyer is equivalent to slightly more than a battalion of 105mm. field artillery, and the fire of a modern heavy cruiser equals the fire of 11 battalions of 155mm. field artillery."

The Chief of Naval Operations concluded with a statement on carrier "defensibility":

"There is no weapon in prospect within the foreseeable future which is going to reduce significantly the defensibility of the carrier."



AIRMEN reposition an F9F Skyraider on the flight deck of USS *Princeton* (CV 37), returning from an early morning attack against enemy forces in Korea.

\$lickers Make Hash

OUTSIDE New York City's Grand Central Station not long ago a man in civilian clothes walked up to a naval officer and flashed an identification card.

"Pardon me, officer, I'm a city detective. We're looking for a civilian who is impersonating a naval officer."

At this point the pair was joined by a second civilian whom the card-flasher addressed as "sergeant." The three chatted briefly, and then the card-flasher said he was going to phone Naval District Headquarters to have the duty officer there verify the Navyman's identification. He took the officer's wallet with the ID card in it and went to a nearby booth. The naval officer and "sergeant" waited outside.

In a few minutes, the "detective" left the booth, walked back to where the two were standing, handed the officer back his wallet and apologized for taking his time—"Headquarters says you're OK."

"Detective" and "sergeant" then disappeared into the crowd.

Later, when the officer dug into his wallet to pay a cab driver, he discovered that he no longer had the \$80 he had had that morning. He'd been taken by one of the oldest games in the world—the confidence racket.

This is but one example of the extremes to which people will go to get your hard-earned cash. Those who work the confidence racket on servicemen aren't limited to New York City, either. They can be found in cities and towns wherever servicemen spend their off-duty time. In their ranks are members of both sexes, ranging from teen-agers upward. Male and female, they are as hard-hearted a breed as you'll ever run across.

The usual advice is to stay clear of them. The catch here is that they

are not always easy to recognize. Then too, although you may try to avoid them, they will go out of their way—a long way out of their way—not to avoid you.

Here's what one of these confidence men recently "collected" in Detroit, Mich. Fifteen servicemen were checking into a military dormitory. They were greeted by a man wearing the uniform of their own outfit who warned each serviceman entering the building: "There's been a lot of petty thievery going on here. Take this envelope and put all your money and valuables in it. Seal it up and give it back to me. I'll give it back to you in the morning."

You guessed it—when morning came, the "safe keeper", the money and valuables were gone.

The perpetrators of the above larcenies were working at one of the most profitable rackets known—*Get the serviceman's money*. To avoid making yourself an easy mark for their designs, it is best to know their methods. Here are three typical rackets that are being pulled every day—mostly by the same swindlers who were working the same side of the street during World War II. Although these rackets are also being worked on civilians, servicemen—especially those with a fat wallet—are the most numerous victims. First of these rackets is the "ring swindle".

Say you are ashore on liberty. A man approaches you with a concerned look on his face. He is greatly in need, of 5, 10 or 15 bucks. (How much he asks depends upon how much he thinks your wallet will bear.) In return, he says that he will give you a valuable ring, a ring that is very dear to him. Ordinarily, he

says, he would never part with it, but he needs the dough. And since you are in uniform, and he likes men in uniform, he is giving you the first chance to buy it.

Glancing at the size of your ring finger, he reaches into his pocket and pulls out a flasher—a diamond ring with a gold setting—no less! (The pocket he reaches into depends on the size of your finger. Eight pockets, eight sizes).

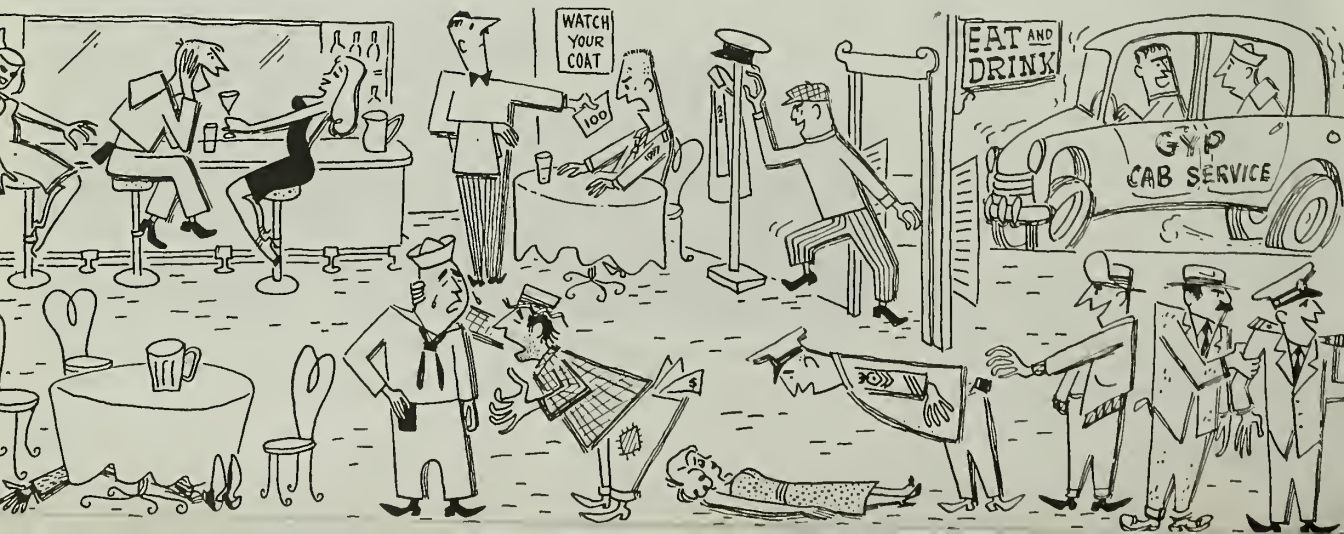
You pass over your money and you've got yourself a ring. Of course, in a few days the ring turns your finger green and the diamond—which never sparkled much in the first place—proves to be a chip of glass. Then you catch on: For ten bucks you have bought yourself a two-buck ring.

Another favorite of the small-time con men is the "inventor swindle." It takes a longer "pitch," but it brings a bigger haul. And it calls for a king-size chump—that's you.

The con man will approach you with some gimmick he picked up in a pawn shop—say a collapsible safety razor with a mirror attached. He'll ask your learned advice on the possibilities of his little "invention" being used by the armed services.

Show an interest and before you know it, the subject of patents comes up. Naturally your new inventor friend is a little short of cash, so if you'll just help him take out a patent on the device. . . . How? By furnishing the money of course. You and he will split the proceeds, he says, when the product is sold to a manufacturer.

Another approach to your wallet is known as "need money for transportation." This swindle is usually pulled in bus stations or train depots



of Serviceman's Cash

and often involves a good looking girl. She has "just arrived in town" from some inland location and is "practically broke"—she says.

Making use of the sob sister approach, she will tell you that she desperately needs a couple of dollars so that she can see her sick brother who is at the naval base hospital or see her mother who lives in some nearby town—or some other noble-sounding reason.

For this gal and others like her, there are travelers aid societies which are organized for the purpose of helping people who are actually in need of help. You'll play it safe by directing her to one of these. If she really needs help the society will see that she gets it. Of course, if she is a phony she won't visit the society—but by directing her there you'll be getting her off your hands. What's more, you'll be keeping your money where it belongs—in your pocket.

You have probably noticed one common factor in all the above swindles. In each case, the sailor finds himself passing over money to a stranger.

Other methods, not so gentle, used by those who work at the racket of *get the serviceman's money* amount to out-and-out theft.

An example of this was furnished by the arrest of two men for burglary on the West Coast. These men would first check into a hotel patronized by servicemen. Then, in the small hours of the morning, the two prowlers would feign drunkenness and methodically enter "wrong rooms" on each floor. If the serviceman was out they rifled his luggage. If he was in the room they would apologize between hiccups and

leave the room as soon as possible.

Aside from running the risk of being made a "fall guy" for one of these confidence games, the city-wise Navyman can keep a closer grip on his hard-earned cash by following a few other simple rules. Many servicemen set themselves up for a fast shuffle merely because they are too timid to demand a reasonable accounting for money they pay out for a meal or cabfare, for example.

In restaurants or bars where you suspect the honesty of the people who serve you, don't hesitate to announce the denomination of the bill before you hand it over. This puts a kink in one of the short-changers' favorite dodgers: giving change for a single after you've handed over a five.

When you get your change, put it right into your wallet. Don't leave it on the counter. Money temptingly exposed has a habit of working its way into someone else's pocket.

If you suspect that you are being "flim flammed", don't hesitate to notify the shore patrol, the local police or the armed services police. That's what they are for. Let the police do any "heavy work" for you. Such action taken by these agencies may save you as well as other servicemen from being taken in.

Here's a list of suggestions which will enable the serviceman on leave or liberty to safeguard his funds, and valuables:

- Avoid carrying large amounts of cash. When on leave you can convert your cash into travelers checks. These may be purchased at banks, telegraph offices and train and bus stations. Travelers checks are accepted everywhere as readily as cash.

and will bring a cash refund if lost.

- When checking in at a hotel always check your valuables with the cashier for deposit in the hotel safe.

- Be sure your hotel door is locked and the safety chain is in place before turning in for the night.

- When stacking your bills in your wallet, place them so that the portraits of the Presidents are upright and facing you when you remove a bill. In addition, place the larger denominations behind the small bills so that you won't grab a ten-spot when reaching for a single.

- Don't take naps in bus or train stations. Some of the characters who operate in these locations can steal your socks without removing your shoes.

- When in a crowd be on the alert for people who push too much. A good looking girl often does the pushing and while you are apologizing—or accepting her apology—her confederate filches your wallet.

- Watch out for members of the “can-shaking brigade”. These fake charity workers—not to be confused with the true Solicitors—solicit funds for non-existent organizations and put the money into their own pockets. They usually operate in bars or restaurants during the late hours when the patrons feel big-hearted. (If you want to donate to a charity, give or mail the money, preferably by check or money order, directly to the organization of your choice where it will be put to proper use.)

Perhaps the best advice is to beware of chance acquaintances, male and female. It is a rare serviceman who hasn't said, "I can take care of myself." Yet the fact remains that thousands of sharp operators make a spanking-good living, with their funds coming out of the serviceman's wallet.—W. J. Miller, QMC, usx.



Brief news items about other branches of the armed services.

★ ★ ★

WATER-REPELLENT CLOTHING issued by the Army will keep soldiers drier in the future with the development of a process of treating the cotton thread used in sewing the garments.

In tests by the Quartermaster Corps, untreated thread was found to be the cause of seepage of water which reduced the protection of water-repellent treated fabrics used by the soldier.

Garments sewed with the new water-repellent thread and garments sewed with untreated thread were exposed simultaneously in rain-room tests with rainfall approximating three inches per hour. It was found that seams sewed with untreated thread began leaking in 15 minutes, while the treated thread seams showed no leakage after as long as seven and a quarter hours. Further field tests are now being made in Korea.

★ ★ ★

A COMBAT CAMERA that can stand the gaff of front-line treatment and shoot ten pictures in five seconds in temperatures as low as 40° below has been developed by the Army's Signal Corps Engineering Laboratories.

The camera uses 70-mm. roll film and can take 50 pictures, 2¼ by 2¼ inches. A unique built-in knife enables the operator to slice off as many exposures as he wants for processing. Weight of the camera is less than press cameras due to the use of lightweight magnesium for the body and aluminum for the lens mount. Three different lenses have been designed for the camera. The one which will normally be used is a four-inch, F:2.8; a second, wide angle lens is a two and one-half inch lens, F:4.5; and the long lens



FAST ACTION combat camera is capable of taking 10 photos in five seconds, operates well in cold weather.

is an eight-inch, F:4. A combined viewfinder-range-finder adjusts automatically for the different lenses and the photographer sees what is on his film.

★ ★ ★

SPECIAL MOUNTAIN TRAINING is in store for selected groups of Army infantrymen who have completed basic training and possess a high degree of physical stamina. The rugged training is given at Camp Carson, Colo.

The course is designed to cover problems encountered in mountain operations. The men spend six weeks learning techniques of mountain combat, with emphasis on how to survive in the mountains. Such training, the Army says, will keep the men in top physical condition and help them overcome any fear of high places.

The trainees are taught to use climbing ropes, to tie knots, evacuate wounded, find their way overland—making use of compass and maps, use lightweight equipment such as tents, and to use climbing pitons, pack boards, stoves and other similar articles.

Final examinations are climaxed by a climb up Pike's Peak. Upon completion of this training the men will be qualified to fight in any kind of rugged mountain terrain, such as that found, for example, in Korea.

★ ★ ★

A SAFER, LIGHTWEIGHT PARACHUTE that is automatic-opening, virtually free of oscillation, and which incorporates a very low opening shock, has been developed by the Air Force's Air Development Center at Dayton, Ohio.

The new harness is a simplified system of nylon straps connected by snaps. It has only three adjustments, while the one now in use has seven. The new 'chute is put on like a vest.

The parachute is 28 feet in diameter and employs 12 conical-shaped guide surfaces extending down from the canopy. The guide surfaces both reduce oscillation (swinging like a pendulum) and lower the opening shock. The entire assembly weighs only 22 pounds, more than 20 per cent less than present parachutes. The automatic opening equipment can be pre-set to operate at any specified altitude or within a specified time. The parachute can also be opened manually.

Currently undergoing extensive "live-jump" testing by Air Force personnel, prior to final Air Force acceptance as standard equipment, the parachute assembly was brought to its present stage of development through a program consisting of nearly 400 aerial drop tests made with rubber dummies.

The wearer of the new 'chute will realize two distinct improvements, other than decreased weight and bulk, over the old harness. Because of reduced oscillation, he runs less chance of being injured when he lands. Present standard 'chutes often swing to such an extent that the jumper is hurt upon landing. Also, with the lighter assembly and special guide surfaces, the jumper will not be subject to the severe opening shock suffered with the present standard 'chutes.

Development of the new parachute began a little more than a year ago to meet the more stringent requirements placed on personnel parachutes by faster aircraft flying at higher altitudes.

A PORTABLE, AIR-BORNE hospital unit, designed to support combat bomber wings, has been developed by the Air Force's Strategic Air Command.

The complete, 36-bed unit weighs 10,000 pounds and can be packed in less than 500 cubic feet. Four men can load it into a C-54 transport plane in a few hours.

Complete with operating room and X-ray equipment, the hospital unit is tailored so that it can operate for 30 days without resupply.

Included in the unit are packing cases that convert into tables, plastic bottles that are lighter than glass and less breakable, and beds that fold into a package 4 by 30 by 36 inches.

Opened, the bed package disgorges an air mattress, a pillow, two blankets, sheets, a pillowcase and a mattress cover.

Also included are "patient kits," which contain bathrobes, pajamas, slippers, towels, tissue and other personal items.

★ ★ ★

THE ARMY'S RUGGED RANGERS are now undergoing part of their training in Florida—and not on the sunny beaches either, but back in the swamps.

Twelve days of a new eight-week course for Rangers are devoted to swamp and jungle training held in the boondocks near Eglin Air Force Base close to Valparaiso, Fla.

In their swamp and jungle training, the students learn how to handle small boats and move through the swamps. They are taught survival techniques: which jungle plants are edible, how to handle live snakes and what to do in case of snake bite. A typical field problem calls for the embryo-Rangers to jump ashore from small craft, proceed inland about 30 miles and destroy an installation. Such problems offer an opportunity for practicing the "buddy" system, patrolling, scouting and small-group operations.

Following the swamp and jungle training the trainees move north to the Chattahoochee National Forest area of Georgia for 11 additional days, this time for rugged mountain training.

Until last fall, men who had undergone Ranger training were assigned to separate Ranger infantry companies. Then it was decided that such an assignment system denied to other infantry companies the services of these highly-trained men. Under the system now in effect, selected officers and non-coms are given individual training in Ranger-type tactics. Then they are returned to their own companies where they play a key part in increasing their outfit's effectiveness.

★ ★ ★

NIGHT-FLYING SPECTACLES, which make use of a new type glass designed to aid pilots with slight, correctible defects of vision, are being perfected at the Air Force School of Aviation Medicine.

Pilots with such defects of vision are usually supplied with sunglasses with corrective lenses for daytime use. But sunglasses are of no help in the dark. Nor are ordinary spectacles of clear glass.

The eye contains small rods around the periphery of its retina, outside the direct field of daylight vision. This area is the most sensitive part of the eye at night, and ordinary spectacles do not cover these night-sensitive areas. Moreover, light glinting from behind on a small lens gives the effect of a bright glare or fog, limiting the flyer's perception in the dark.

It was to solve this problem that the night-flying spectacles were designed. Jumbo size, of clear glass, the spectacles are constructed to fit into standard Air Force sunglass frames which are curved to cover the pilot's whole range of vision. The lenses are coated with magnesium fluoride, the same substance used on costly cameras to reduce the loss of light by reflection. This metal coating also does away with "ghost images" that haunt everyday glasses.

The new glasses have one minor drawback — the soft metallic coating begins to wear off in irregular patches after five or six months of normal use. They then have to be cleaned and recoated. Further research, however, may turn up a way to harden the coating, the Air Force says.



PRECARIOUS CROSSING—Three of the Army's student Rangers make skillful use of a two-rope suspension bridge. Right: With knife in hand, a 'friendly' soldier sneaks up on an 'aggressor' during a combat maneuver at night.

Women In The Navy: Jills Of All Trades

THIS month the Waves celebrate their tenth anniversary as part of the naval establishment. From only a handful of women qualified to do but a few jobs in July 1942, the organization has developed in a decade into an integral part of the Navy whose well-qualified members can fulfill the duties of 36 of the Navy's 62 ratings.

Today, the girls in Navy blue are not only doing many jobs formerly considered "a man's job," but they have also qualified in the past 10 years to perform duties and responsibilities of many technical and administrative Navy billets that are unique to the Waves. There is still, of course, a limitation on the employment of women in the Navy—they are prohibited by law from serving in aircraft on combat missions, on shipboard, except on hospital and transport ships, and in those "man's-job" ratings which require considerable physical strength.

But carrying on the tradition began in 1943 when Waves were first permitted to serve outside the conti-

Waves Mark 10th Birthday, Perform Important Role In the Naval Establishment

mental limits (4,000 served in Hawaii during World War II), they now serve in permanent overseas billets in England, France, Norway, Germany, Alaska, Guam and Japan as well as Hawaii.

The history of women selected for active duty with the naval establishment began in World War I when in March 1917, Secretary of the Navy Josephus Daniels inaugurated the Naval Reserve program for "Yeoman F," later to become popularized as "yeomanettes." More than 10,700 yeomanettes served the nation in the first World War.

Another war later, on 30 July 1942, Congress authorized the enlistment of *Women Accepted for Volunteer Emergency Service* — WAVES — and opened the door for more than 100,000 Waves to serve on duty in

the U. S. Naval Reserve during World War II. The Waves performed 450 different wartime jobs in 900 continental shore activities. After the war a few hundred women remained on active duty and with the passage of the Women's Armed Services Integration Act in June 1948, these Waves became an integral part of the Regular Navy. Women now could make the Navy their career.

Captain Joy Bright Hancock, usn, Assistant Chief of Naval Personnel for Women, began her service in the Navy as a "yeomanette" and is the only Wave now on active duty who is eligible to wear the Victory Medal of World War I.

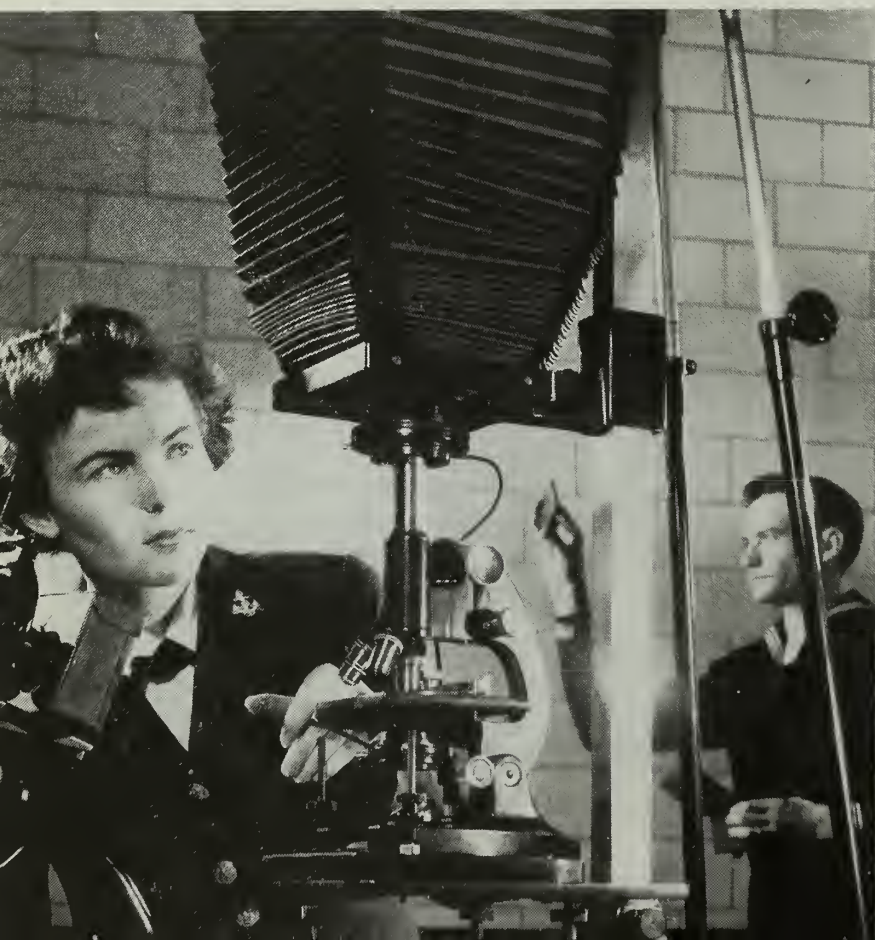
Through the years, with their substantial contributions to the effectiveness of the naval service, the Waves have earned their position as a part of the Navy, as well as the high regard of the officers and men of the service.

Here are some interesting facts about just a few of the unique jobs being done by the Waves, both in the United States and overseas.

Enlisted Waves are doing many jobs in naval aviation. Upon completion of basic training at the Bainbridge, Md., Naval Training Center, each Wave airman recruit takes an eight-week familiarization course in electronics, structural mechanics, machinery, storekeeping, parachute rigging, aerography and control-tower operation. Successful completion of this airman school often leads to specialized training of 14 to 28 weeks, depending upon the course selected. Women get their technical training at such aviation training facilities as U. S. Naval Air Technical Training Center, Memphis, Tenn. Usually, the Wave airman who successfully completes this schedule of basic and specialized training is assigned a permanent shore duty billet at one of the Navy's large aviation operating facilities such as naval air station where her professional training has prepared her to perform duties in one of the seven aviation ratings now being filled by Waves.

One of these "air Waves" is Jean W. Duncan, TDC, usn. Chief Duncan is an instructor in the Navy Department's link trainer unit at Washington, D. C. Her duty is to prepare Navy pilots for instrument flight

OPERATING a photomicrography camera is one of the duties of Joan Dager, DA. Right: Marvin Carlson, AF3, checks files at Naval Photographic Center.





X-RAY SPECIALISTS—Wave chief hospital corpsman prepares to X-ray man (left). Negative is inspected by HM2.

training. She gives instruction to each pilot prior to his "flight" in the link trainer, showing him how to operate signal controls and giving him the necessary instructions and criticisms during his "flight." Afterwards, the pilot and the chief discuss the problems involving basic techniques of instrument flight.

Chief Duncan also gives a familiarization lecture on radio ranges, instrument approaches to airports, and *aural null direction finding*—a method of determining the position of an aircraft with relation to the station to which the plane's radio is tuned—as well as instruction on the automatic radio compass and simulated conditions of cross-country flight.

Several Waves of the air Navy are now qualified parachute riggers. This is a much-respected rating—especially for a woman—for to graduate successfully from the parachute rigger school today each Navyman or woman must make a parachute leap.

During World War II, hundreds of Waves qualified as parachute riggers, but the jump was not a requirement at that time. Today, however, each student at the parachute rigger school at NAS Lakehurst, N. J., must make the leap. So far about ten Waves have done it.

Patricia Irwin, PRAN, usn, who is now packing 'ehutes at NAS Norfolk, Va., tells how that first jump felt: "The only thing I could think about just before I jumped was that there wouldn't be anything to step on—just air."

Recalling the jump made at 2,500

feet from an R4D *Skytrain*, Airman Irwin recalls that it was only a few minutes after jumping out that she jolted and bounded to the ground, removed her "football helmet", then strolled away. This ended the first, and probably the last, parachute jump for her and a fellow Wave, Sheila Rourke, PRAN, usn, who made the leap at the same time. The two women made their jump exercise as the feature attraction of the parachute riggers' graduation ceremonies.

Officials at the school where the Navy trains the riggers who pack its parachutes, life rafts and other aviation emergency gear, believe there is nothing that impresses a rigger with the importance of his job like having him—or her—risk his neck testing his own packing skill. The 'ehute they use for the jump, appropriately enough, is one they pack themselves. The two Waves along with all Navy riggers, are volunteers. The Navy doesn't assign anyone involuntarily to duty as a parachute rigger.

How did they like their jump? Pat and Sheila report that it takes a bit of courage to make that side hatch exit and they didn't like to think of the landing but the "period in between is worth the price of admission."

To another Wave, Patricia DeBerry, HM2, usnr, goes the unusual assignment of tracking down germs—isolating and analyzing these organisms which cause infection. Test tubes, bunsen burners and microscopes are her tools. She is on duty at National Naval Medical Center,

Bethesda, Md., and works also in the hospital's bone bank. She was ordered from inactive duty status in the Naval Reserve following completion of a major in bacteriology at the University of Tennessee and has two years' active duty to her credit.

Then there is Helen E. Weaver, YNC, usn, who was named secretary to General Dwight D. Eisenhower at Supreme Headquarters Allied Powers Europe. She was one of eight enlisted Waves assigned to SHAEF.

The list of unusual jobs being done by Waves also includes a number of "firsts."

The Navy's first woman officer to be designated as an engineering duty officer is Lieutenant Ruth C. White, usnr, who holds the billet of electronics training assistant in the Bureau of Ships. Lieutenant White received her commission in 1943 after attending Midshipmen's School at Northampton, Mass. Later she trained at the Navy Radar School, Harvard University, and at Massachusetts Institute of Technology. She has held such posts as assistant to the Radio Material Officer, Philadelphia Naval Shipyard, and as an instructor and assistant officer in charge of the Navy Electronics Training School in Philadelphia.

Her billet requires that she make plans for training electronics personnel in naval shipyards throughout the country. Frequently she is on temporary additional duty at different shipyards where she talks with the men on board ships and in the yards and plans an electronics training pro-



"ALL CLEAR"—pilots get the word on air traffic, navigation and weather conditions from Wave air controlmen.

gram built around the equipment they must use.

Lieutenant Commander Margaret C. McGroarty, USN, instruction officer in the Wave recruit training program at Bainbridge, Md., is the Navy's only Wave officer eligible to wear the Berlin Airlift Medal. She earned the distinction when she went to Germany with a Military Air Transport Service squadron. Previously she had served with the Naval Air Transport Service as air transport officer at NAS San Diego, Calif.

Two notable firsts are held by Lieutenant Francina Stonesifer, USN. She is the first woman in the U. S. military services to be assigned duty in Oslo, Norway, as well as the first

Wave officer to be selected for duty in the office of an attache.

Lieutenant Genevieve Koester, USN, a member of the joint staff, Commander in Chief, Pacific Fleet, is holding down an unusual billet in her duty as the Navy's civil aviation liaison officer. She is also the Navy's only Wave officer to act as the Navy member of a U. S. delegation. She represented her country and the Navy at the fourth session of the Rules of the Air and Air Traffic Control Division of the International Civil Aviation Organization at its headquarters at Montreal, Canada, in the fall of 1950. Lieutenant Koester holds a private pilot's license and recently won her commercial pilot's certificate. As a civilian she was a research associate in guided missiles for the aeronautical engineering department of the University of Michigan.

The distinction of being the first Wave in the history of the Naval School of Justice, Newport, R. I., to graduate as an honor student belongs to Elizabeth C. Wolf, YNSN, USN. Seaman Wolf is now putting her training to good use in the legal office of Chief of Naval Air Base Training, NAS Pensacola, Fla. She completed the highly competitive legal course with a final grade of 3.6 to win top honors in a class of 126 graduating students.

That Navy life is full of new interests and job opportunities for women is demonstrated by the fact that thousands of Waves are filling many important assignments which

are essential to the support of worldwide naval operations at sea and in the air, and to an efficiently manned naval shore establishment.

Under the Navy's Wave officer procurement program, qualified young women are appointed as commissioned officers in the Regular Navy and the Naval Reserve. Likewise, enlisted women of the Navy have opportunities to earn commissioned rank through the Officer Candidate School situated at Newport, R. I.


Candidates who have reached their 21st but not their 27th birthday, and graduates of an accredited college or university with a baccalaureate degree are eligible for Naval Reserve commissions as ensigns. Other qualifications required of a candidate are that she be a citizen of the United States by birth or naturalization, and be physically qualified by the Navy medical standards. A woman candidate, who is otherwise qualified, may be appointed ensign in the Naval Reserve, providing she is not the mother of a child under 18 years of age.

The Navy's current program for the procurement of Wave officers calls for a quota of 240 commissioned appointments a year.

The Waves are rightfully proud of the traditions established in the first decade of their service to the country. They have won for themselves a permanent place in the world's largest Navy by developing professional skills and sharing vital responsibilities with the men.



DRAFTING comes easily to Louise Cloninger, DMSN, (left). Julia Harbit, SN, splices 35-mm motion picture film.



Reservists Chart the Seas

"A large body of water with a lot of fish and salt in it."

Until a hundred years or so ago, that was about the extent of most skippers' knowledge of the sea itself. That's not true any more.

Today, U. S. naval vessels and other ships travel throughout the world with security and confidence because detailed information about the sea, its contents, shore lines and bottom has been made available to them by a comparatively small group of highly trained specialists in the fields of oceanography and hydrography. Here, as in so many other naval activities, Naval Reservists may be found working side by side with Regular Navy personnel.

There is a very limited civilian equivalent of hydrographic surveyors from which the Navy may draw in time of mobilization, and so the training of officers and enlisted personnel of the Naval Reserve in the special techniques involved is a vital part in the peacetime role of the U. S. Hydrographic Office.

In the Korean conflict as in World War II, these Reservists are providing an invaluable fund of knowledge, skill and experience, supplemented

as it is by constant review of current developments in this fast-growing field.

This is not an armchair science. Generally speaking, the hydrographers are concerned with the establishment of geographical positions and charting of navigational aids and hazards. They are responsible for mapping from several miles inland on out into the surrounding waters for a given distance or depth; oceanographers carry on from there. Because one of the primary responsibilities of the Hydrographic Office is to collect, evaluate and compile hydrographic and oceanographic data for the construction of nautical charts, it is necessary to probe into each corner of the world's oceans, from shore line to their greatest depths.

To accomplish this, specially adapted vessels measure and analyze the data of oceanic soundings,

volume and speed of tides, flow of currents, aids to navigation such as lighthouses, buoys and prominent peaks, and locate dangerous shoals, wrecks, rocks and sand bars.

Observations made at any ocean station cover air temperature, solar radiation, current measurements, sea and swell conditions, wind, amount of cloud cover, even the color and transparency of the surface water. From water samples at various depths, the specialists glean facts on their temperature, oxygen content, chlorinity and density. Finally, they analyze samples of the ocean bottom itself.

It's a big job. Since late in 1948 when USS *San Pablo* (AGS 30) and *Rehoboth* (AGS 50) were taken out of mothballs and recommissioned, these two oceanographic survey vessels have steamed nearly 200,000 miles and spent more than 800 days at sea, according to the latest reckoning. During this time, these former seaplane tenders have "occupied" 654 ocean stations, obtained more than 10,000 bathythermograph slides, taken countless bottom cores.

Two Hydrographic Survey

**Specialized Training Program
For Naval Reservists In
Mysteries of the Ocean Depths**



TOWERS are used in hydro surveys when points are not visible at ground level. Note man at top.

Groups, with commands in the *uss Tanner* (AGS 15) and *uss Maury* (AGS 16) have been equally busy since their conversion from AKA's in 1946.

Today, working side by side with the Regular Navy in the office and in the field is a substantial percentage of Naval Reservists, both officers and enlisted personnel, who have returned to active duty.

Supplementing the basic complement of enlisted personnel aboard vessels of the types used by the Hydrographic Office are the more

technical ratings, which include draftsmen, quartermasters, electronics technicians, aerographers mates and surveyors.

In addition to the training associated with their ratings, these men frequently receive special training in all phases of survey operations at the Hydrographic Office. As a result, they have become so proficient that, with little more than technical advice and assistance from the professional personnel on board, the vessels can conduct the hydrographic and oceanographic observations, plot up data make the chemical analyses, and complete the preliminary calculations necessary.

Although hydrography and oceanography are highly specialized sciences, Reserve officers returning to active duty are able to make the transition from their professional to military occupations with a minimum of difficulty.

This is possible because the majority are civil engineers, geologists or specialists in the physical sciences in civilian life and because, through their two-week's annual training duty special programs conducted at the Hydrographic Office at Suitland, Md., they are able to retain proficiency in their specialty.

Here, practical problems are studied, involving such specialized equipment as the *theodolite astro-labe*, *radio-chronograph*, *magnetometer* and other precision instruments. Lectures, practice and discussion courses are given, devoted

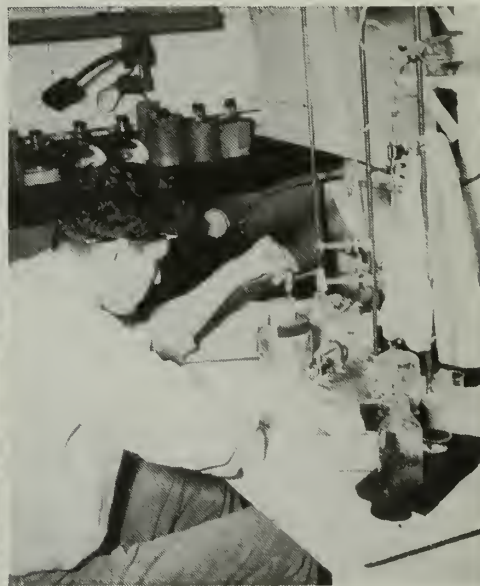
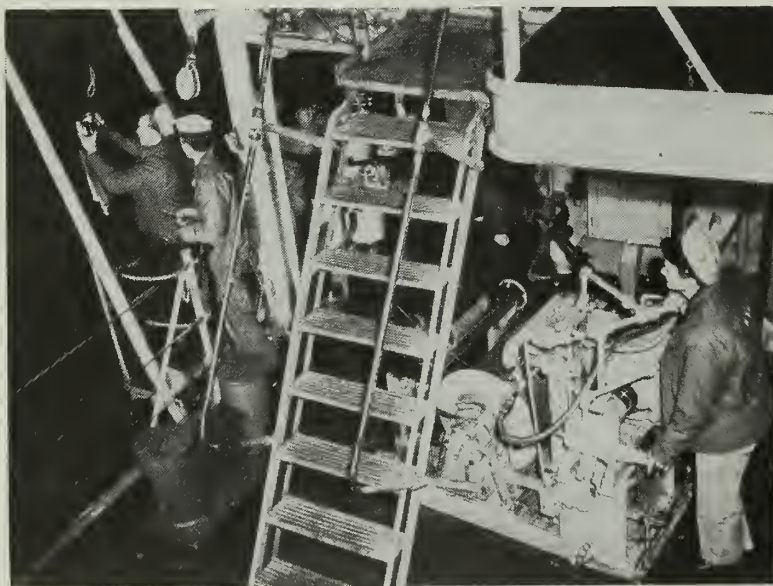


DENIZENS of the deep—sea spider and several brittle starfish were photographed at depth of 5,850 feet.

to hydrographic surveying, photogrammetry, techniques used in forecasting sea, swell and surf conditions, oceanography, cartography, drafting and special oceanographic projects.

Many of the Reservists on two-week annual training duty are veterans of World War II. In those days surveying ships on independent duty frequently found themselves hundreds of miles within enemy waters.

The teams which determined the conditions under which most of the amphibious operations during that time would be made are scattered now. However, through their con-



NANSEN bottles are lowered into ocean to get samples of seawater. Right: Scientist analyzes contents of sample.

tinuing membership in the Naval Reserve, these hydrographic specialists are enabled to keep up with professional developments in the Navy. In many cases such training is also valuable in their civilian occupations.

The present-day annual training curriculum for reservists and courses for Regular Navy personnel point up the tremendous strides taken in the maritime sciences from the early days back in 1830 when the U. S. Navy first established a Depot of Charts and Instruments in a small rented house in Washington, D. C. The activity at that time was intended primarily to provide a storehouse for charts and such sailing directions as were available, together with navigational instruments, for issue to ships which required them.

The first intimation of future development of Navy hydrography came 12 years later when LT Matthew Fontaine Maury was assigned as officer-in-charge of the depot. LT Maury, who is generally considered to be the founder of present-day oceanography, not only indexed and summarized earlier observational data found in old log books, but also established the depot as a central point to which shipmasters could submit information and reports of their experiences and findings in the field of oceanography.

Within five years, the first "Wind and Current Chart of the North Atlantic," the predecessor of today's Pilot Charts, was published. It was based upon more than 25,000,000 reports received in response to Maury's appeal.

With the introduction by the U. S. Navy of the first practical sonic sounding machine in 1922, the development of the present-day Hydrographic Office sounding techniques took shape as two destroyers obtained a complete profile of the ocean's bottom along their track in a cruise across the Atlantic and through the Mediterranean. Since that time, the Hydrographic Office has led the world in its contributions of deep sea soundings and bathymetric published charts based on this data.

Aerial photography was employed for the first time by the Hydrographic Office that same year in conducting surveys of the coast of Cuba.

Not only is it the function of the Hydrographic Office to add to the



MIDWATER TRAWL—Navy hydrographers lower net into sea. Later, net will be pulled up and contents—seaweed, animal life, etc.—analyzed by scientists.

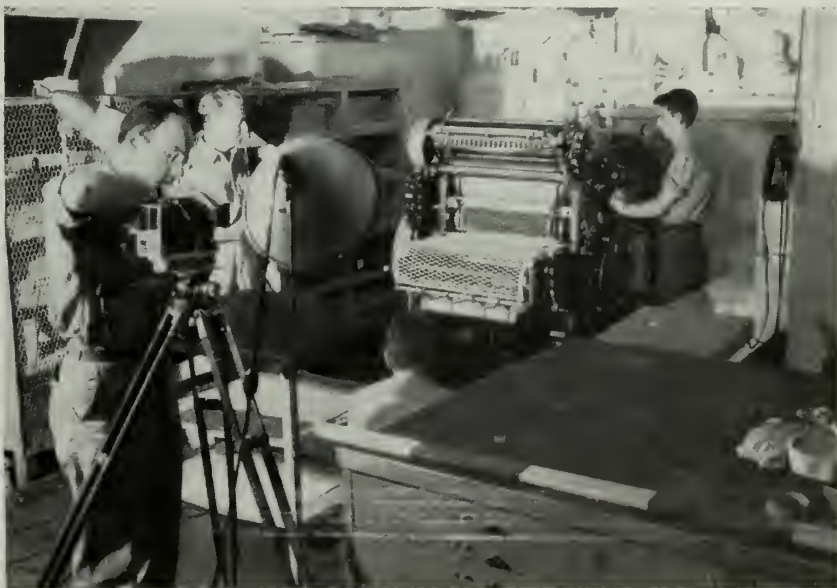
fund of maritime knowledge but at times, H. O. is able to delete erroneous information. Ganges Island, alleged to be somewhere in the North Pacific, for example, has finally been removed from all H. O. charts, despite the fact that reports of the mythical island have been traced back to earliest antiquity. Repeated searches have finally established the fact that it was as intangible as Atlantis.

Long range over-water aviation, development of radar, Loran, and other electronic devices for naviga-

tional purposes, new systems and methods for computing fixes from celestial observations, oceanographic research demanded for modern anti-submarine and amphibious warfare have all played a part in the development of the Hydrographic Office.

Or, as one Reservist put it a little more directly: "It's our job to tell you what the terrain is like on the bottom so you'll know where you're at on the surface."

Reservists and Regulars are working together to help you get your bearings.



RESULTS of surveys are published in charts, pamphlets. Here, man at left prepares to photograph material while man at right runs an offset press.

LETTERS TO THE EDITOR

Storage of HHE on Transfer

SIR: What are the rules concerning the storage of furniture by a serviceman or his dependent?

If a dependent puts household furniture in a civilian warehouse for storage, will the Navy at a later date pick it up and transport it to a naval storage center and reimburse the dependent for the expense of civilian storage?—F.F.R., BUC, USN.

• Navy Travel Regulations, Chapter 8, Para. 8006, provides that when necessary in connection with permanent change of duty station, temporary storage of household goods within prescribed allowance, is authorized at government expense.

When the Navy has no facilities available for temporary storage of household goods or, in the judgment of the shipping officer, such storage is not more advantageous to the government, commercial facilities may be used.

When a member receives a certain type of orders, such as orders to sea duty or duty overseas, and does not wish to take his household goods to his duty station, he may request nontemporary storage in a government storage facility for the duration of such duty and for one year after return to the United States. Such requests will be granted provided space is available. In such instances the goods will be packed and crated and placed in a government warehouse. If storage space is not available locally it may be necessary to ship the goods to a designated storage point. This may be done

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

only when the applicable orders permit shipment at government expense and in such cases ordinarily no further shipment of the same goods is authorized under identical orders. Ordinarily temporary and nontemporary storage are not both authorized under the same set of orders.

If the owner has placed goods in a commercial storage at his own expense and no service has been performed by the Navy, he may still apply to the Navy shipping officer nearest to the location of the goods for either temporary storage (limited to six months) if he desires later shipment, or for nontemporary storage at a naval storage activity as outlined above if he desires goods stored for the period of duty overseas. In the latter case he would not be entitled to reimbursement for the commercial storage. When temporary storage is desired rather than nontemporary storage, and the owner has made his own arrangements and paid the storage charges incurred, he may submit a request for reimbursement to the Navy Regional Accounts Office, Washington 25, D.C., with a statement as to the reason for not requesting such services from the nearest shipping officer.—Ed.

Improved Sea Bag

SIR: I understand that the Navy is issuing a "Val-a-Pak type" suitcase of canvas in lieu of the old type canvas sea bag. If this is correct what method of issuing these bags is being used?—R. E. D., YNC, USN.

• The new standard Navy canvas clothing container is not the "Val-a-Pak type" but an improved style "sea bag".

This bag, olive drab in color, is equipped with a handle and over-the-shoulder carrying strap. An outside zipper closed pocket provides space for small articles.

The new sea bag will be issued to recruits in the initial outfit of clothing and will be available for purchase in Clothing and Small Stores outlets when stocks of the present type bags are depleted.—Ed.

Searching for PAMI

SIR: My Secondary Navy Job Classification is that of Tabulating Machine Operator. I have a substantial knowledge of tabulating methods and procedures, having acquired this both in civilian life and service life. Is there any official way to request duty where I can put this knowledge to use? Because of the specialized nature of this work, I have been able to learn very little about the chances of getting into this field.—J.F.L., SN, USNR.

• Your return address indicates that you are stationed at an East Coast air activity. This points out the path you should take to get the information you want.

A request should be submitted to ComSercLant via your commanding officer and ComAirLant for assignment to duty in a Personnel Accounting Machine Installation. PAMI units use men with qualifications similar to yours.

However, only personnel having the MA rating are eligible to attend the Naval School, Machine Accountants, Class C.—Ed.

Status of USNREVs after Release

SIR: What is the status of USNREV—Organized Reserve personnel — after they serve their required 24 months' of active duty? Will they revert to the Organized Reserve to complete their four-year USNR enlistment, or will they be placed in a V-6 status which means they serve a six-year enlistment? — A.B.E., YNTSN, USNREV.

• The Navy's policy governing the Reserve status of USNREV men who have served the required 24 months active duty is set forth in Naval Reserve Multiple Address Letter 26-49. This directive provides that if there is an Organized unit available and if attendance at that unit will not cause the individual "undue hardship" (long distances to travel or conflicting civilian employment), he shall perform his remaining obligated Reserve service in an Organized unit.

The USNREV member shall receive for his active duty service the same credit toward the completion of his obligated Reserve service as he would receive for being a member of an Organized unit. Thus, when the USNREV member is released from active military service and has not accumulated the necessary 144 points required to release him from his obligated Organized Reserve service, he is required to complete the remaining obligated Reserve service in an Organized unit.—Ed.

Disbursing System for Marines

SIR: Why are marines of a ship's detachment paid by Navy disbursing officers and Navy disbursing procedure rather than by Marine Corps disbursing officers and disbursing procedure? Are Marine Corps non-commissioned officers ever bonded to handle the payroll of a small detachment?—W. C., TM1, USN.

• Since seagoing marines are a part of a ship's detachment, they are paid by Navy disbursing officers and procedure. Otherwise, marines have their own disbursing system.

Although there have been cases in the past where small, shore-based Marine detachments have had a bonded NCO paymaster, there are currently no provisions for bonding NCOs to handle the payroll of such Marine detachments.—Ed.

Advancement Examinations

SIR: What is the length of time that an examination for advancement in rating is held valid? Where is the authority for the time limit?—M.W.M., TD1, USN.

• Examinations for advancement to pay grades E-4, E-5 and E-6 will be announced and conducted semi-annually, and examinations for advancement to pay grade E-7 will be announced and conducted annually, according to BuPers Circ. Ltr. 12-50, Corrected, (NDB, January-June 1951). Paragraph 12 of enclosure (c) to the directive states that lists will be prepared containing the names of candidates who pass the examinations but whose advancements are not authorized and that such lists will be cancelled on the date of the next service-wide examination for the pay grades involved. Accordingly, examinations for advancement to pay grades E-4, E-5 and E-6 are valid for six months and examinations for advancement to pay grade E-7 are valid for one year.—Ed.

No V-12 Training for Medicos

SIR: Is it necessary for a man, who has taken a pre-medical course, to serve as a striker before receiving orders to Hospital Corps School? Is there a V-12 program scheduled to start in the near future which would enable a man to enter medical school?—M.E.P., TN, USN.

• You do not have to serve as a striker before requesting Hospital Corps School. The requirements are as follows:

• Have been found by a medical official temperamentally suited for duty in the Hospital Corps and have normal color perception.

• Have a combined GCT/ARI of 100.

• Have 18 months' voluntary obligated service from date of entry into the school or agree to extend your enlistment.

Complete information on all naval schools is contained in the pamphlets, List of Naval Schools and Courses, NavPers 15795 and the Catalog of U.S. Naval Training Activities and Courses, NavPers 91769. These pamphlets are available at your duty station. Ask for them.

The Navy V-12 College Training Program which, among other things, provided pre-medical, pre-dental, medical and dental training for enlisted personnel of the U.S. Navy was terminated in July 1946. There is currently no Navy-subsidized college training program which provides training of students for the medical and dental professions and none is anticipated in the near future.—Ed.

Service Record for Bonuses

SIR: I am applying for the veterans' bonus in the State of West Virginia and in order to complete my application properly I need the correct dates and locations where I served. All my service was on board USS *Pennsylvania* (BB 38) from 7 Dec 1941 to 2 Sept 1945. Can the Navy officially verify the dates and places my ship served between these dates?—C.M., BM1, USN.

• The states that have legislation in effect authorizing payment of bonuses to veterans of World Wars I and II, have in general agreed to accept as evidence of service the applicant's separation documents, and personal affidavits submitted with the application, subject to verification by the states if necessary. The Navy has attempted to facilitate the work of state bonus offices by making necessary duplicate separation documents available through the offices of the various naval district commanders.

The Bureau of Naval Personnel has arrangements with state bonus officials permitting state representatives to obtain from the Bureau, further verification of service beyond that afforded by separation documents.

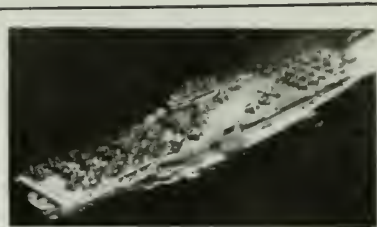
It is suggested you submit your application accompanied by required separation documents, directly to the address indicated on the bonus application. If the state bonus officials deem it necessary to obtain additional information, they can forward the application to the State's bonus representative at the Navy Department for further verification.

If you have not been separated from active duty and did not receive Separation Form NavPers 553 or DD Form 214, your service record on board your present duty station may contain all the data you need for your application. In such case your commanding officer can complete the certification of service in the appropriate spaces on the application blank to the extent that your service record and any other available records permit. Items of information not substantiated by records available to your commanding officer should be supplied by your statement under oath, and the commanding officers certification should include the notice that such items were thus supplied.—Ed.

Sara Maru and the Minute Man

SIR: Can you give me the exact commissioning dates of USS *Saratoga* (CV 3) and USS *Lexington* (CV 2)?—F.M., LT. USN.

• The first of these, affectionately known as "Sara Maru" and the "Old Lady," was commissioned 16 Nov 1927. USS *Lexington*, known to many as "Lex" or "Minute Man," was commissioned 14 Dec 1927.—Ed.



USS *ANTIE TAM* (CV 36)—One of 14 in Essex long-hull group of 1940-1943.

Largest Carriers

SIR: Could you tell me which is the largest of the three CVBs? I would like to know some of the figures on their size. Which CV has the longest flight deck?—M. W. S., AG3, USN.

• The world's three largest aircraft carriers — USS *Midway* (CVB 41), USS *Roosevelt* (CVB 42) and USS *Coral Sea* (CVB 43) — are all the same size. Flight deck length is 924 feet, over-all length is 968 feet, the maximum beam is 136 feet and the standard displacement is 45,000 tons. The flight decks of the CVs are all the same length—862 feet.—Ed.



USS *MIDWAY* (CVB 41)—She's typical of the Navy's large aircraft carriers.

Field Duty for EDOs Defined

SIR: Several Navy publications have referred to "field duty for engineering specialists." What, specifically, is meant by such duty? What sort of field duty assignment could an officer with designator 1405 expect?—J.H.S., LCDR, USNR.

• "Field Duty for Engineering Specialists" is the title of a new correspondence course soon to be made available to Reserve officers.

An engineering specialist can be either a 1405 (general engineering), 1455 (ordnance engineering) or 1425 (electronic engineering).

Officers with these designators are restricted to certain duties at sea which include engineering, damage control, repair ships, tenders and staff duty. The usual assignments ashore are for duty at naval shipyards, shipbuilding activities, experimental and research stations and all activities in the field coming under the management control of the Bureau of Ships. "Field duty" means any duty not confined to the Navy Department in Washington, D. C.—Ed.

Retention in Regular Navy

SIR: Two years ago I was commissioned an ensign, USN, through the NROTC program. Then, after a six-months' leave (during which I completed studies for my engineering degree) I reported for active duty. When should my request for retention in the Regular Navy be submitted? If not selected for retention in USN, when will I become USNR?—J.W.S., ENS, USN.

• You accepted your appointment as ensign, USN, on 16 Dec 1950, the date of commencement of your current active duty, under the provisions of Public Law 729, 79th Congress, as amended. This act prescribes that officers so appointed as ensigns, USN, upon completion of the NROTC program are subject to selection for retention as permanent USN officers during the third calendar year following date of acceptance of original USN commission, provided their application for retention is submitted either (1) prior to 1 April of the third calendar year following acceptance of USN commission or (2) prior to the third anniversary date of acceptance of USN commission, whichever is the earlier date. Should you desire to be considered for retention as a permanent USN officer you may submit your application at any time but, having accepted USN commission on 16 Dec 1950, the application in your particular case must be submitted by 1 April 1953 in order to be eligible for such consideration.

No Change in Dress Jumper

SIR: There is a rumor going around my station about enlisted men's blue trousers. It is to the effect that the zipper-front style trousers become regulation 1 July 1952 and that the buttoned-front style becomes non-regulation.

Is there any truth to this? What is the latest information on the new style of dress jumper?—D.W.N., YNS2, USNR.

• SecNav Ltr. 50-972 (NDB, July-December 1950) still applies. This letter states that even after the stock of button-front style trousers on hand is exhausted and only zipper-front style trousers are being issued, wearing of the button front trousers will be permitted until they are no longer serviceable.

In line with this, various sizes of zipper-front trousers have been on issue for some time. Both types are regulation trousers.

The buttoned-cuff style dress jumper will continue in effect indefinitely. It will not be replaced by the proposed loose-cuff style dress jumper.

In Fleet tests, enlisted men showed a preference for the dress blue jumper with shirt-type shoulders and buttoned cuffs in place of that with coat-style shoulders and sleeves.

On 12 June 1951, the Secretary of the Navy approved the former style of jumper (shirt-type shoulders and buttoned cuffs) and this will remain regulation.—Ed.

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached.

• 6th Naval Mobile Construction Battalion: — The battalion's first cruise book for the period from commissioning on 3 May 1951 to its arrival at Davisville, R. I., on 11 December 1951, will be ready for distribution about 30 August 1952.

Persons interested in obtaining a copy should write to the Editor, MCB66 Cruise Book, U. S. Naval Mobile Construction Battalion No. SIX, Care of Fleet Post Office, New York, N. Y. Price is tentatively set at \$5 per copy.

The commission of each NROTC-trained officer, commissioned under the foregoing act, who shall not have applied for retention, shall be terminated not later than the third anniversary of acceptance of commission, and the commission of each such officer who applies for retention within the time limits prescribed but who is not selected for retention shall be terminated not later than 30 June of the appropriate calendar year or third anniversary of acceptance of commission, whichever is the later date. If you do not apply for retention, or if after application you are not selected for retention, your present USN commission will be terminated not later than 30 June 1953. Upon termination of USN commission you are obligated to accept a commission in the U. S. Naval Reserve, if offered, from which you have agreed not to resign prior to the sixth anniversary of date of rank stated in your original USN commission. Subsequent release from active duty as a Reserve Officer is governed by the provisions of BuPers Circ. Ltr. 120-51, (NDB, 31 June 1951, 51-548).

Under the provisions of Section 7 of Public Law 729, 79th Congress, as amended, you may, upon your own application and after not less than fifteen months of satisfactory service as a commissioned officer, in the discretion of the Secretary of the Navy, have your USN commission terminated and be commissioned in the Naval Reserve. Obligated active service as a Reserve officer set forth in BuPers Circ. Ltr. 120-51 would be applicable.—Ed.

ance of USN commission, whichever is the earlier date. Should you desire to be considered for retention as a permanent USN officer you may submit your application at any time but, having accepted USN commission on 16 Dec 1950, the application in your particular case must be submitted by 1 April 1953 in order to be eligible for such consideration.

Reenlistment in Naval Reserve

SIR: I served on active duty in the Naval Reserve during World War II and when I was discharged I joined the Organized Reserve and served a full enlistment. I would like to reenlist in the Naval Reserve again. What are the age and physical requirements?—

• The upper age limit for reenlistment in the Naval Reserve is 50½ years. Current enlistment regulations provide for deduction of prior service in the armed forces from actual age for purpose of computing the age within the prescribed limit. Applicants for enlistment must be physically qualified in accordance with established requirements prescribed by the Navy. They must meet all mental and moral requirements. If they have had prior service, they must have been honorably discharged.

To determine your eligibility for reenlistment it will be necessary for you to submit a formal written application at the nearest U.S. Navy Recruiting Station or Naval Reserve activity.—Ed.

Strikers Too May be Housekeepers

SIR: We have a question about the use of qualified strikers for mess cook duties aboard ship. Are there any BuPers directives limiting the use of qualified strikers, especially graduates of Class A service schools, for such duties?

Some of us Electronics School (Class A) graduates have heard there is a bulletin out to that effect, but we are unable to locate it. We would appreciate any information you might give us on this subject.—R.R., ETSN, USN; F.S., ETSN, USN; R.D., ETSN, USN.

• Identification of strikers is the subject of enclosure (E) to BuPers Circ. Ltr. 50-62 (NDB, January-June 1950). Paragraph eight of that letter requires that qualified strikers be assigned to duties commensurate with their designation.

This provision merely extends to qualified strikers of any rating group, the same principle which naturally applies to other personnel of the same rating group.

Mess cooking duty is one of the several "housekeeping" duties which must be performed by members of a ship's company in addition to the primary duties more directly associated with the specialties of their individual ratings.

It is customary to assign mess cooking duty to non-rated personnel. There is no BuPers directive which specifically excuses strikers of any rating group from their share of "housekeeping" duties whether they involve mess cooking, compartment cleaning or paint chipping.—Ed.

Navy Reunions Continue at Peak Level as Announcements Roll In

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• **Bombing Squadron 5, uss Yorktown (CV 5):** — A reunion is planned for 27 Sept 1952, in San Diego, Calif., for all personnel who served in the squadron at any time from date of commissioning to July 1942. All former members please contact John W. Trott, 4451 Saratoga Ave., San Diego 7, Calif.

• **21st Naval Construction Battalion:** — The 10th annual reunion of the 21st Naval Construction Battalion will be held at the Naval Air Station, CPO's Club, Alameda, Calif., 9 Aug 1952. Further information may be obtained from Clifford G. Hill, 1628 San Pablo Ave., Oakland 12, Calif.

• **8th Naval Construction Battalion:** — The tenth anniversary reunion of the 8th Battalion Seabees will be held in New York City, 12, 13 and 14 Sept 1952 at the Henry Hudson Hotel. For details contact Edward W. Sanford, 90 Woodland Ave., Bridgeport 5, Conn.

• **Seabee Veterans of America:** — The Seabee Veterans of America will hold their 6th annual national convention in Milwaukee, Wis., 21 through 24 August. Additional information may be obtained from National Convention Chairman, LCDR Clay Fralick, usnr, 815 W. Wisconsin Ave., Milwaukee 3, Wis.

• **uss Owen (DD 536)** — The 5th annual reunion will be held at the Fort Pitt Hotel, Pittsburgh, Pa., 29, 30 and 31 August. For information con-

tact Louis M. Cumino, 2300 Milligan Ave., Swissvale, Pa.

• **uss Pocahontas (YTB 266):** — Members of the World War I ship's company will hold their 5th annual reunion in New York City, 24 through 28 August, in connection with the National Convention of the American Legion. For information contact R. Fairley Morris, secretary, Box 117, Maxton, N. C.

• **LCI Flotilla 2 (18):** — The officers and men of LCI Flotilla 2 (later designated Flotilla 18) are holding a reunion in Pittsburgh, Pa., on 22, 23 and 24 August. For details contact E. W. Wilson, 343 Fourth Ave., Pittsburgh 22, Pa.

• **56th Naval Construction Battalion:** — The 56th Seabees will hold their reunion 30, 31 August and 1 September, at King Cotton Hotel, Jefferson at Front St., Memphis, Tenn. For details contact W. M. Rainey, secretary-treasurer, Pulaski, Tenn. For reservations write King Cotton Hotel as early as possible.

• **North Sea Mine Force Association:** — The North Sea Mine Force Association, New York Chapter, will hold its 11th annual reunion at the Hotel New Yorker, 17 and 18 October. For information contact, William C. Meister, P. O. Box 66, Sunnyside Station, Long Island City 4, N. Y.

• **73rd Naval Construction Battalions** — The 73rd Seabees will hold their third annual reunion at the Jung Hotel, New Orleans, La., on 25, 26 and 27 July. Additional information may be obtained from Edward P. Dameron, P. O. Box 428, Hammond, La.

• **Group CVLG(n) 41, uss Inde-**

pendence (CVL 22): — A reunion of former members of Group CVLG(n) 41, that operated off *Independence* during World War II, will be held 4, 5, and 6 July at Hotel Lancaster, Lancaster, Ohio. Information may be obtained from the sponsors, Mr. and Mrs. Mose Williams, 2581 Steele Ave., Columbus, Ohio.

• **VP-73 (Formerly VP-53 and VP-15):** — A reunion to be held at a time and place to be decided is planned for all members of VP-73. Information may be obtained from John G. O'Neil, ADEC, usnr, 17800 W. Seven Mile Rd., Detroit 35, Mich.

• **Camp Robert Small, Co. 650:** — Former officers and men of Camp Robert Small, Company 650, Great Lakes, Ill., Cargo Handling Group, Base Company Area, or Manana Barracks Area, Pearl Harbor, T. H., between 1942 and 1945 are planning a reunion, with time and place to be decided. For information contact S. Monroe, 1415 W. Oak St., Louisville, Ky.

• **uss LST 345:** — Former members of USS LST 345 and Staff of Group 1 interested in a reunion, with time and place to be decided, may contact Eugene L. Kiblinger, P. O. Box 305, Shenandoah, Va.

• **U. S. Naval Hospital, Philadelphia, Pa.:** — A reunion of all personnel attached to U. S. Naval Hospital, Philadelphia, Pa., from 1950 through 1952, is being planned. Reunion will be held during September 1952 at Harrisburg, Pa., on a date to be announced. For information contact Joseph E. O'Neil, 144 Broadway, Youngstown, Ohio.

Overseas Service Ashore

SIR: Here is a subject that some of my shipmates and myself have been discussing. Take the case of an enlisted man who is serving aboard a ship of the Pacific Fleet. How would he request duty at a naval shore activity in the Hawaiian Islands, the Philippines, in Japan or Guam?

Or take the case of an EM who is serving in an Atlantic Fleet ship. How would he request duty in Bermuda, Newfoundland or North Africa?—J.A.O., SN, usn.

• **Assignments of EMs to duty at locations such as you describe are made by the respective service force commanders. In the Atlantic this would be ComServLant; in the Pacific, ComServ-Pac.**

Men serving in Pacific Fleet units

submit requests for such overseas duty in accordance with ComServPac Instruction 1300.3A, while men in Atlantic Fleet units submit requests in accordance with ComServLant Instruction 1306.2. These requests are submitted without reference to BuPers.

The Service Force commanders maintain waiting lists from which EMs normally are selected for such assignments. Eligibility requirements for these lists include a minimum of one year's sea duty since last shore duty or overseas duty.

Other information, including duty with a naval mission or office of naval attache, can be found in BuPers Circ. Ltr. 36-50 (NDB, January-June 1950) and in the following issues of ALL HANDS; March 1952, p. 21; November 1951, p. 25; June 1951, p. 27.—Ed.

No Quotas for 'Quake' Training

SIR: I would like very much to take the microseismographic course which, I believe, is given at the Navy Hurricane Weather Central, Miami, Fla.

Could you furnish information regarding application and qualifications for such a course? When does the class convene?—V.L.R., AGAN, usn.

• **The microseismographic training in which you are interested is an informal course conducted at the Navy Hurricane Weather Central in Miami for the benefit of aerographic personnel detailed for microseismographic duties.**

There are no quotas available for assignment to this training as classes are formed infrequently on a "when-required" basis. No applications for this training are desired.—Ed.

Officer Data Cards

SIR: On the first of October each year all officers are required to fill out Officer Data Cards (NavPers 340), listing their first four choices for sea duty and shore duty.

Junior officers often do not know which stations are available, much less which stations they would prefer. Is there any official or unofficial listing of billets which officers can use to make their choices intelligently?—M.M.McL., LTJG, USN.

• *Activities of the Navy are listed in the Navy Department Standard Distribution List which is available to personnel in their administrative or personnel office. No general publication listing individual billets at any particular station is available. The choices referred to in your letter are for the individual's geographical preference only.*—ED.

Reduction in Rating at Mast

SIR: It is my understanding that a commanding officer can not break a man in rate or rating through a Captain's Mast if the man is in a Reserve status and did not receive his rate or rating at this commanding officer's command.

A clarification on this question and an explanation of the powers vested in the CO in this case will be appreciated.—R.F.D., PNSN, USN.

• *Under the authority of Article 15 of the Uniform Code of Military Justice a commanding officer may reduce an enlisted person, except a chief petty officer (permanent appointment), to the next inferior rate or rating as a non-judicial punishment at Captain's Mast if the individual concerned had previously been advanced or promoted to*

Second Extension of Enlistment

SIR: In October 1951, I agreed to extend my enlistment for one year in order to have sufficient obligated service to attend the basic enlisted course at the Navy's Submarine School. (I enlisted in the Navy in April 1949 for three years.) Now I wish to attend another school—a school which requires 18 months of obligated service.

Question: Is it possible for me to extend my enlistment for two years at this time and disregard the one year agreement?—A.L.S., YN2 (SS), USN.

• *You cannot disregard the agreement to extend your enlistment one year. As it now stands, you are obligated to April 1953—a few months short of the 18 months required for your new school. It is suggested that you re-extend your enlistment. This can be done in accordance with Article C-1406 of BuPers Manual.*—ED.

the grade from which demoted by an equivalent or lower command.

As commanding officers of any command in the Navy have equivalent authority to effect the authorized advancement of enlisted personnel, such commanding officers are considered commanding officers of equivalent commands within the meaning of Article 15 (a) (2) (D), UCMJ. Accordingly, COs who have authority to impose non-judicial punishments under the provisions of article 15 may reduce a person under their command to next inferior rate or rating for disciplinary purposes.—ED.

Promotion of Temporary LCDRs

SIR: The following query should be of interest to temporary officers whose permanent status is enlisted or commissioned warrant, and who failed selection for promotion to CDR.

The law covering involuntary retirement states that lieutenant commanders who twice fail of selection shall be placed on the retired list or otherwise separated from the service on 30 June of the year in which they have completed 20 years commissioned service.

It is easy to see how this applies to graduates of the Naval Academy who, under normal conditions, should make commander after about 20 years' service. The question is: How does the law apply to the ex-enlisted man or chief warrant who, at the time of failure of selection, has only 10 or 12 years' commissioned service and has over 20 years', but less than 30 years' total service?—T.C.S., LCDR, USN.

• *The section of law covering the involuntary retirement of lieutenant commanders who twice fail of selection referred to in your letter is contained in Sec. 312(e) of Public Law 381 (80th Congress) known as the "Officer Personnel Act of 1947." This section of law, however, does not pertain to ex-enlisted or commissioned warrant officers serving under temporary appointments to higher grades.*

The present policy of the Navy Department is to retain temporary officers in their temporary appointments as long as they continue to serve satisfactorily and meet the needs of the service, even though they have not been selected for promotion by two or more selection boards. They will continue to be considered for promotion by each subsequent selection board.—ED.

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Round-up on Pay Raise for Navy Personnel

HERE is a complete round-up for all ranks and rates covering service pay and allowances under the new Armed Services Pay Raise Act of May 1952. The increased pay rates went into effect on 1 May.

The new law, which amends the Career Compensation Act of 1949 (as amended by the Dependents Assistance Act of 1950) provides an increase of four per cent in basic pay and an increase of approximately 14 per cent in basic allowance for quarters (BAQ).

The new law also grants a 14 per cent increase in the basic allowance for subsistence for officers. In the case of enlisted persons who have been granted permission to mess off the base, however, the subsistence allowance known as "commuted rations" is still geared to the comparative cost to the Navy of feeding enlisted persons at station messing facilities. The value of such rations is set by the Secretary of Defense.

All types of pay allowances, except clothing allowances, are included in the accompanying table (whether they have been increased or not).

To find out what your monthly active duty basic pay is under the new pay raise law, consult the table on pages 32 and 33 corresponding to your rank or rate under the column heading indicating your years of service—both active and inactive duty in the Navy and/or Naval Reserve.

The following paragraphs provide a summary of all the factors you must take into consideration to figure your gross and net income—including any additions of special pay and allowances if applicable to your case.

• **Basic Pay** — This term incorporates what was known as "base pay" plus "longevity." These last two terms went out with the passage of the Career Compensation Act of 1949. Your active duty basic pay, including the new four per cent increase, is shown in the table below and is determined by your pay grade and the number of accumulative years of military service. The Career Compensation Act of 1949 established the system of "periodic pay increases," replacing longevity. Under this law, basic pay is increased every two years, up to 18 years of service, and thereafter every four years. Under the new pay raise act the plan for periodic pay increases remains unchanged and amounts to approximately \$15 per month for officers and \$7.50 per month for enlisted personnel for each two-year increase.

• **Cumulative Years of Service.**—In figuring your basic pay (including your periodic pay increases), you should count both active and inactive duty in the Navy and Naval Reserve. If you previously served in another branch of the armed services—Army, Air Force, Marine Corps, National Guard, Coast Guard, Public Health Service, or their Reserve components—you should consult with the disbursing officer at your activity to ascertain if such service is creditable for pay increases.

Cumulative years of service *do not have to be consecutive* to count for periodic pay increases in basic pay. That is, if an enlisted man joined the Navy in 1942 and was discharged in 1946, then joined the Naval Reserve in 1948, he can count both his time

in the Navy on active duty and his time in the Naval Reserve on inactive duty in figuring his years of service.

• **Sea Pay and Foreign Duty Pay.**—Only enlisted men are eligible to receive this special duty pay; commissioned officers and warrant officers are not eligible. Pay is based on a system of flat increases ranging from \$8 per month for pay grades E-1 and E-2 to \$22.50 per month for chief petty officers. This special pay remains unchanged by the new pay increase law.

• **Other Special Duty Pay.**—The new pay raise law does not change the present rates of such special duty pay given for hazardous duty. This pay too is based on a flat rate system. The specific amounts are listed in the table below. There are nine types of hazardous duty in this special pay class. They include: flight duty (as a crew member), submarine duty, glider flight duty, parachute jumping, contact with lepers, demolition duty (UDT), submarine escape training tank service, duty at the Navy Deep Sea Diving School or the Navy Experimental Diving Unit, and flight duty for persons not crew members, with flight orders.

• **Subsistence Allowance.**—Under the new pay raise law a flat allowance of \$47.88 is now paid to all officers on active duty, regardless of rank, duty billet and whether or not they have dependents. All officers will continue to draw a subsistence allowance and pay their own mess bills.

In the case of enlisted personnel, the subsistence allowance, commonly called "ComRats" (commuted rations), is authorized for and ordinarily limited to married personnel living off the base with their families and granted the privilege of messing away from the

(Continued on page 34)

Payment of BAQ

The pay which servicemen have been receiving since the first half of June, includes the 14 per cent increase in the dependent's Basic Allowance for Quarters, as well as the four per cent increase in the serviceman's basic pay.

Your dependent will receive the increased allotment check beginning with the September check. Until this September check is received, your dependents have received the same amount of allotment as received before the pay increase. In the meantime, the BAQ increase for the months of May and June was paid to you in June and July, and the last of the three months' increase, will be paid to you in July and on your first August pay day.

The increase in your family allotment check could not be effected by the Field Branch, BuSandA, at Cleveland, Ohio, for these three months due to the time required to make the mechanical change-over on hundreds of thousands of allotment check printing plates.

Your dependent should be cautioned not to write to the Field Branch at Cleveland regarding the delay of the increase in allotment checks. Such letters of inquiry serve only to slow the huge administrative process of change-over.

Table of Active Duty Service Pay and Allowances

RANK OR PAY GRADE	MONTHLY BASIC PAY (BASED ON CUMULATIVE YEARS OF SERVICE, ACTIVE AND INACTIVE)											
	Under 2 yrs.	Over 2 yrs.	Over 4 yrs.	Over 6 yrs.	Over 8 yrs.	Over 10 yrs.	Over 12 yrs.	Over 14 yrs.	Over 16 yrs.	Over 18 yrs.	Over 22 yrs.	Over 26 yrs.
O-8 Rear Admiral (Upper Half) and above	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30	\$963.30
O-7 Rear Admiral (Lower Half)....	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	800.28	829.92
O-6 Captain	592.80	592.80	592.80	592.80	592.80	592.80	592.80	592.80	607.62	637.26	666.90	696.54
O-5 Commander	474.24	474.24	474.24	474.24	474.24	474.24	489.06	503.88	518.70	548.34	577.98	607.62
O-4 Lieutenant Commander	400.14	400.14	400.14	400.14	414.96	429.78	444.60	459.42	474.24	503.88	518.70	533.52
O-3 Lieutenant	326.04	326.04	340.86	355.68	370.50	385.32	400.14	414.96	429.78	444.60	459.42	459.42
O-2 Lieutenant (junior grade).....	259.36	274.18	289.00	303.82	318.64	333.46	348.28	363.10	363.10	363.10	363.10	363.10
O-1 Ensign	222.30	237.12	251.94	266.76	281.58	296.40	311.22	326.04	326.04	326.04	326.04	326.04
W-4 (Com. Warrant Officer).....	332.90	332.90	332.90	348.04	363.17	378.30	393.43	408.56	423.70	438.83	453.96	469.09
W-3 (Com. Warrant Officer).....	302.64	302.64	302.64	310.21	317.77	325.34	332.90	340.48	348.04	363.17	378.30	393.43
W-2 (Com. Warrant Officer).....	264.82	264.82	264.82	264.82	272.38	279.95	287.51	295.08	302.64	317.77	332.90	348.04
W-1 (Warrant Officer)	219.42	219.42	219.42	226.98	234.55	242.11	249.68	257.24	264.82	279.95	295.08	310.21
E-7 (Chief Petty Officer).....	206.39	206.39	214.03	221.68	229.32	236.96	244.61	252.25	259.90	275.18	290.47	305.76
E-6 (Petty Officer, 1st Class).....	175.81	175.81	183.46	191.10	198.74	206.39	214.03	221.68	229.32	244.61	259.90	259.90
E-5 (Petty Officer, 2nd Class).....	145.24	145.24	152.88	160.52	168.17	175.81	183.46	191.10	198.74	206.39	221.68	236.96
E-4 (Petty Officer, 3rd Class).....	122.30	129.95	137.59	145.24	152.88	160.52	168.17	175.81	183.46	198.74	198.74	198.74
E-3 (SN, FN, AN, CN, TN, HN, DN)	99.37	107.02	114.66	122.30	129.95	137.59	145.24	152.88	152.88	152.88	152.88	152.88
E-2 (SA, FA, AA, CP, TA, HA, DA)	85.80	93.60	101.40	109.20	117.00	124.80	124.80	124.80	124.80	124.80	124.80	124.80
E-1 (over 4 months) (SR) (etc.)....	83.20	91.00	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98.80	98.80
E-1 (under 4 months) (SR) (etc.)....	78.00											

Table of Withholding

Wage Bracket		Youself	Youself and One Dependent	Youself and Two Dependents	Youself and Three Dependents	Youself and Four Dependents
Minimum	But Less Than	AMOUNT OF TAX WITHHELD				
\$0	\$56	\$0	\$0	\$0	\$0	\$0
56	60	.50	0	0	0	0
60	64	1.30	0	0	0	0
64	68	2.10	0	0	0	0
68	72	2.90	0	0	0	0
72	76	3.70	0	0	0	0
76	80	4.50	0	0	0	0
80	84	5.30	0	0	0	0
84	88	6.10	0	0	0	0
88	92	6.90	0	0	0	0
92	96	7.70	0	0	0	0
96	100	8.50	0	0	0	0
100	104	9.30	0	0	0	0
104	108	10.10	0	0	0	0
108	112	10.90	0	0	0	0
112	116	11.70	.60	0	0	0
116	120	12.50	1.40	0	0	0
120	124	13.30	2.20	0	0	0
124	128	14.10	3.00	0	0	0
128	132	14.90	3.80	0	0	0
132	136	15.70	4.60	0	0	0
136	140	16.50	5.40	0	0	0

Wage Bracket		Youself	Youself and One Dependent	Youself and Two Dependents	Youself and Three Dependents	Youself and Four Dependents
Minimum	But Less Than	AMOUNT OF TAX WITHHELD				
\$140	\$144	\$17.30	\$6.20	\$0	\$0	\$0
144	148	18.10	7.00	0	0	0
148	152	18.90	7.80	0	0	0
152	156	19.70	8.60	0	0	0
156	160	20.50	9.40	0	0	0
160	164	21.30	10.20	0	0	0
164	168	22.10	11.00	0	0	0
168	172	22.90	11.80	.70	0	0
172	176	23.70	12.60	1.50	0	0
176	180	24.50	13.40	2.30	0	0
180	184	25.30	14.20	3.10	0	0
184	188	26.10	15.00	3.90	0	0
188	192	26.90	15.80	4.70	0	0
192	196	27.70	16.60	5.50	0	0
196	200	28.50	17.40	6.30	0	0
200	204	29.30	18.20	7.10	0	0
204	208	30.10	19.00	7.90	0	0
208	212	30.90	19.80	8.70	0	0
212	216	31.70	20.60	9.50	0	0
216	220	32.50	21.40	10.30	0	0
220	224	33.30	22.20	11.10	0	0
224	228	34.10	23.00	11.90	.80	0

Prepared by ALL HANDS Magazine

as Under the Armed Forces Pay Raise Act

SPECIAL DUTY PAY (PER MONTH)			SUBSISTENCE ALLOWANCE (with or without dependents)	QUARTERS ALLOWANCES (PER MONTH)										
a Pay or Foreign Duty	Flight Pay (crew member) or Submarine Pay	Other Hazardous Duty Pay		No Dependents	With Dependents	QUARTERS ALLOWANCES AND MONTHLY ALLOTMENTS FOR ENLISTED PERSONNEL WITH DEPENDENTS								
						The columns listed below apply only to enlisted personnel with dependents. The enlisted person's quarters allowance is determined by his pay grade and by the number of persons who are legally dependent upon him, up to a maximum of three dependents. A sum equal to this quarter's allowance (column A), as authorized by the Armed Forces Pay Raise Act (Public Law 346), is combined with a certain minimum portion of the enlisted man's basic pay (column B), and together with A, plus B, are equivalent to the minimum amount of the allotment check which the Government sends to the enlisted man's dependent.								
						REMEMBER, in figuring out the actual amount of your service pay and allowances which you will receive in your personal check (or in cash), SUBTRACT the amount in column B (plus any additional contribution by allotment to your dependents) from the amount listed in your pay grade under "Monthly Basic Pay." The sum in column B represents the required minimum amount from your basic pay which you must contribute to your dependent's allotment. This sum in column B is included with the Government's contribution in column A to equal the amount mailed by the Allotment Division, Field Branch, BuSanda, Cleveland, Ohio, direct to your dependent. Payments of your pay will continue in even dollars. Balances of cents, as before, will be carried over and credited to your pay account.								
						YOUR EXACT PAY can be figured if you ADD your clothing allowance, any special duty pay (sea pay, flight pay, etc.), or commuted rations. Then SUBTRACT any allotments such as your own contribution to BAQ, withholding tax, Defense Bonds, insurance, savings bank account, excess leave checkage, etc.								
Not eligible	\$150.00	\$100.00	\$47.88	\$136.80	\$171.00	PAY GRADE	A			B	A+B=V			
	150.00			136.80	BASIC QUARTERS ALLOWANCE FOR DEPENDENT(S)			ENLISTED MEMBER'S MINIMUM CONTRIBUTION FROM BASIC PAY	MINIMUM AMOUNT OF MONTHLY ALLOTMENT TO DEPENDENT(S)					
	210.00			171.00	1 depend.		2 depend.		over 2 dep.	1 depend.	2 depend.	over 2 dep.		
	180.00			136.80										
	150.00			119.70										
	120.00			102.60										
Not eligible	110.00	\$100.00	\$100.00	\$47.88	77.10	94.20								
	100.00				85.50									
\$22.50	\$75.00	\$50.00	A daily rate of \$2.5T when rations in kind are not available. When permission is granted to mess off the base, commuted rations at \$1.20 or \$36.00 per month. Leave rations at \$1.20 per day are figured for each day of leave.	\$51.30 (authorized only when gov'l quarters are not available)	See explanation in columns at right	E7 (CPO)	\$77.10	\$77.10	\$96.90	\$80.00	\$157.10	\$157.10	\$176.90	
20.00	67.50					E6 (PO1)	77.10	77.10	96.90	80.00	157.10	157.10	176.90	
16.00	60.00					E5 (PO2)	77.10	77.10	96.90	60.00	137.10	137.10	156.90	
13.00	52.50					E4 (PO3)	77.10	77.10	96.90	60.00	137.10	137.10	156.90	
9.00	45.00					E3 (SN)	51.30	77.10	96.90	40.00	91.30	117.10	136.90	
8.00	37.50					E2 (SA)	51.30	77.10	96.90	40.00	91.30	117.10	136.90	
8.00	30.00					E1 (SR)	51.30	77.10	96.90	40.00	91.30	117.10	136.90	
8.00	30.00													

Under New Pay Scale

Wage Bracket		Youself	Youself and One Dependent	Youself and Two Dependents	Youself and Three Dependents	Youself and Four Dependents
Minimum	But Less Than	AMOUNT OF TAX WITHHELD				
228	232	\$34.90	\$23.80	\$12.70	\$1.60	\$0
232	236	35.70	24.60	13.50	2.40	0
236	240	36.50	25.40	14.30	3.20	0
240	248	37.70	26.60	15.50	4.40	0
248	256	39.30	28.20	17.10	6.00	0
256	264	40.90	29.80	18.70	7.60	0
264	272	42.50	31.40	20.30	9.20	0
272	280	44.10	33.00	21.90	10.80	0
280	288	45.70	34.60	23.50	12.40	1.20
288	296	47.30	36.20	25.10	14.00	2.80
296	304	48.90	37.80	26.70	15.60	4.40
304	312	50.50	39.40	28.30	17.20	6.00
312	320	52.10	41.00	29.90	18.80	7.60
320	328	53.70	42.60	31.50	20.40	9.20
328	336	55.30	44.20	33.10	22.00	10.80
336	344	56.90	45.80	34.70	23.60	12.40
344	352	58.50	47.40	36.30	25.20	14.00
352	360	60.10	49.00	37.90	26.80	15.60
360	368	61.70	50.60	39.50	28.40	17.20
368	376	63.30	52.20	41.10	30.00	18.80
376	384	64.90	53.80	42.70	31.60	20.40
384	392	66.50	55.40	44.30	33.20	22.00

Wage Bracket		Youself	Youself and One Dependent	Youself and Two Dependents	Youself and Three Dependents	Youself and Four Dependents
Minimum	But Less Than	AMOUNT OF TAX WITHHELD				
392	400	\$68.10	\$57.00	\$45.90	\$34.80	\$23.60
400	420	70.90	59.80	48.70	37.60	26.40
420	440	74.90	63.80	52.70	41.60	30.40
440	460	78.90	67.80	56.70	45.60	34.40
460	480	82.90	71.80	60.70	49.60	38.40
480	500	86.90	75.80	64.70	53.60	42.40
500	520	90.90	79.80	68.70	57.60	46.40
520	540	94.90	83.80	72.70	61.60	50.40
540	560	98.90	87.80	76.70	65.60	54.40
560	580	102.90	91.80	80.70	69.60	58.40
580	600	106.90	95.80	84.70	73.60	62.40
600	640	112.90	101.80	90.70	79.60	68.40
640	680	120.90	109.80	98.70	87.60	76.40
680	720	128.90	117.80	106.70	95.60	84.40
720	760	136.90	125.80	114.70	103.60	92.40
760	800	144.90	133.80	122.70	111.60	100.40
800	840	152.90	141.80	130.70	119.60	108.40
840	880	160.90	149.80	138.70	127.60	116.40
880	920	168.90	157.80	146.70	135.60	124.40
920	960	176.90	165.80	154.70	143.60	132.40
960	1,000	184.90	173.80	162.70	151.60	140.40

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(Continued from page 31)

naval activity. In such a case, the Navyman is credited with a daily subsistence allowance of \$1.20. Where a Navyman, single or married, is assigned to shore duty where Government messing facilities are not available (such as recruiting duty), a daily rate of \$2.57 is allowed. Men on sea duty, where rations in kind are furnished, are not eligible to draw this subsistence.

• **Officers Quarters Allowances.**—Under the new pay raise law, basic allowance for quarters for officers is increased by approximately 14 per cent. An officer *without* dependents does not receive a quarters allowance when Government quarters are available. Consequently if he is assigned to duty at sea, or to a station where Bachelor Officer Quarters (BOQ) are available, he will not receive a quarters allowance.

An officer *with* dependents is allowed a quarters allowance regardless of whether he is serving ashore, at sea, or overseas, unless Government quarters have been provided for him and his dependents.

• **Enlisted Basic Quarters Allowance.**—BAQ for enlisted men *without* dependents now has been increased from \$45 to \$51.30 per month. However, an enlisted man without dependents is entitled to BAQ only when Government quarters are not available, (for example, on recruiting duty). All enlisted members *with* dependents, regardless of their pay grade, are entitled to a quarters allowance for their dependents whether they are serving ashore, at sea or overseas, except in those cases where Government quarters have been provided by the Navy for use by their dependents. In the latter case, the Navyman's pay is not credited

with the amount of the basic allowance for quarters.

The basic quarters allowance for an enlisted person with dependents varies according to his pay grade and the number of legal dependents he has (up to three dependents).

• **Q Allotments for Enlisted Person's Dependents.**—

The new pay raise law makes provision for an increase of approximately 14 per cent in the amount of the Government's contribution (BAQ) to the enlisted man's dependents, as shown in column A in the table. This amount is credited to the EM's pay account and the increase will be automatically added to the dependent's allotment check beginning with the month of August. As explained (in the box on page 31) the BAQ increase for May, June and July provided by the new law is included in *your* pay (and will not appear in your dependents allotment until September. It will NOT be necessary for the *average* enlisted man to make a new allotment to increase his dependent's check to the new minimum amount shown in column A-plus-B of the table—although newly enlisted men and re-enlisted members will be required to make the usual initial allotment application for the amount shown in the table.

Some enlisted personnel however, will be required to make out a new allotment application (to be made on S. and A. Form 545). For example, if a member has more than one Q allotment in effect, a new application must be made.

If the serviceman so desires, of course, he may increase his financial aid to his dependents by increasing the amount of contribution from his basic pay.

How You Can Figure the Withholding Tax on Your New Service Pay

In figuring your new monthly basic pay—including any special pay for which you are eligible such as sea pay and foreign duty pay, hazardous duty pay or flight pay—there are certain deductions you must take into consideration before you can arrive at the *net pay you will pick up on pay day*.

Allotments are one form of such deductions, allotments like your Q allotment and allotments for insurance and Defense Bonds.

The other major deduction you must take into account is your withholding tax. The amount of withholding tax deduction depends on two factors: first, your monthly taxable pay (including special duty pay); and second, the number of your legal dependents.

For example: according to the withholding tax table (pp. 32-33), if you receive monthly taxable pay of \$193.80 per month, and have a wife and one child, the tax withheld is \$5.50 per month. If however, you have a wife and two or more children, no tax is withheld for this amount of income.

BuSanda defines taxable pay that is subject to withholding of income tax (except for the months during which the member is in a combat zone) *basic pay, additional pay of officers of the Medical and Dental Corps, special pay (incentive pay) for hazardous duty, diving duty, and sea and foreign duty of all members of the naval service.* (See below for further exceptions.)

The pay of enlisted personnel, warrant officers and chief warrant officers, who served or are now serving in a combat zone is exempt from income tax for each month, any part of which was served in a combat zone. The pay of officers in pay grades O-1 and above is exempt up to \$200 per month for each month, any part of which was served in a combat zone. Such exemptions apply to the period between 24 June 1950 and 1 Jan 1954. The same exemption applies to naval personnel who are hospitalized any where as a result of wounds, disease, or injuries incurred while serving in a combat zone prior to 1 Jan 1954.

A detailed definition of "combat zone" is given by Executive Order 10195, published in BuSanda Manual, Vol. 5, Sec. 54425.2b. Your disbursing officer can advise you of income tax exemptions for periods spent in the Korean combat theater.

Reenlistment bonus and lump sum leave payments represent pay for active service and although they are not subject to withholding tax deduction they *are* subject to income tax, unless the member becomes entitled to them while in a combat zone. In such case, the reenlistment bonus and lump sum leave payments are tax exempt in full. (In no case is the amount representing *quarters and subsistence allowances* subject to income tax.)

Additional details on income tax may be found in ALL HANDS, February 1952, p. 50-51.

TODAY'S NAVY

New Litter Cover for 'Copters

A new type litter cover for use with helicopter litters has been developed as the result of a Marine Corps sergeant's ingenuity. It is now undergoing tests in Korea by a First Marine Aircraft Wing observation squadron.

The inventive marine, Staff Sergeant Arthur L. Kent, made use of discarded covers for helicopter rotor blades and placed them over the 'copters' carrier pod. This furnished protection to wounded troops being evacuated from front lines. The sergeant's cover has proved to be more satisfactory than the old type cover.

A rotor blade cover is slit down the middle, a zipper is sewed in and presto a new litter cover. The one-time blade covering is of rubberized cloth which because of its added warmth and durability gives better protection to the wounded than the old type.



INVENTIVE MARINE, S/Sgt Arthur L. Kent, zips up a new litter cover he adapted from 'copter rotor blade cover to aid in casualty evacuation.

Navy in Action to be TV'd

The American television audience is going to have a chance to see the U. S. Navy and Marine Corps in actual combat scenes from World War II and the Korean conflict when a joint Navy-National Broadcasting Company TV program begins on 15 September.

The weekly half-hour television history of naval operations will be entitled *Victory at Sea*. The public service program is scheduled to run six months and will be produced by NBC in collaboration with the Navy. The show will graphically illustrate the significance of sea power in national defense.

Hundreds of thousands of feet of Navy and Marine Corps combat film have been reviewed to make available for TV production a thorough selection of war-made motion pictures. Films from the Army, Air Force and Coast Guard, captured film from Germany and Japan, and the official motion pictures of Great Britain, Canada, Australia, and other allies—all were sources for the new series.

Special music is being composed by Richard Rodgers, who wrote the

score for "South Pacific", "Oklahoma" and other Broadway successes.

The series begins with the neutrality patrol of 1939 when Allied operations were almost entirely in the Atlantic and Mediterranean. The show covers the U. S. Navy and warships of the allies at war on and under the sea, and in the air, up to the surrender of the Japanese in Tokyo Bay. Then comes the post-war period with the Navy's mothballing of ships and finally the return of many ships to active duty in the Korean War.

NBC has budgeted \$500,000 for the costs of the serial which will be non-commercially sponsored and carry no advertising.

New Turboprop Seaplane

The Navy's new R3Y turboprop seaplane designed for long range high altitude transoceanic cargo-transport service is now in production. The 80-ton slim-hull flying boat will be capable of carrying a greater operational payload than any previous water-based aircraft.

The giant seaplane will have a top speed of more than 350 mph and can be used as a troop carrier, air ambulance, or passenger airliner. The R3Y now being built is an approved production version of the experimental XP5Y-1, the world's first turboprop seaplane. The giant flying boats will be able to cross the Pacific in less than a day.

YESTERDAY'S NAVY



The Columbia and Washington became first American vessels to circumnavigate the globe, leaving Boston 9 Aug 1787. In Battle of Eastern Solomons, 23 Aug 1942, U S naval and air forces hit Jap ships and destroyed 21 planes.

AUGUST 1952

SUN	MON	TUE	WED	THU	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

Sailor, Older and Wiser, Makes Second Korean Tour

A former Army private who learned to speak Korean in the bitter days of the Pusan perimeter fighting has turned up as a crewman of a Navy battleship. Paul D. Wallace (now FA, usN) started his service career as a 15-year old, enlisting in the Army and spending the subsequent nine months on front line duty in Korea.

As an added fillip, Wallace's story came to light while his ship—uss *Iowa* (BB 61) was shelling enemy positions along the east coast of Korea. During the bombardment, a wounded Republic of Korea soldier was brought on board for treatment. The word went out: "Anybody speak Korean?" Fireman Wallace spoke up.

Now when a 17-year old, state-side-born sailor turns up with the ability to speak a relatively little-known tongue, there's more to the picture than meets the eye. Wallace unfolded his story. At the age of 14 he enlisted in the State of Washington National Guard. The following year he enlisted in the Regular Army. At the outbreak of the Korean fighting, in July 1950, he was serving as a soldier on Guam. A month later, young Wallace found himself with the United Nations forces, hard pressed at the Pusan bridgehead.

"The closest I ever came to get-

ting it was after forces broke out of the bridgehead and got the Reds on the run," Wallace recalls. "I was with a transportation outfit, driving a truck. We were on our way from Wonju to Suwon. All of a sudden a group of guerrillas opened fire on us. My buddy and I had our truck shot out from under us, but we didn't get a scratch."

It was while his outfit was near Inchon that word came to Wallace that he was to be flown back to the States to receive his discharge. Relatives had written Army officials in Washington, D. C., telling about his under-age enlistments. At the time he was discharged, he had behind him 18 months of duty and wore three campaign stars on his Korean service ribbon.

He had learned to speak Korean so that he could get along at Pusan. Says Wallace, "I had to learn to speak it because I was working with South Korean troops all the time."

Two years after enlisting in the Army, Wallace joined the Navy—this time with his mother's consent. After recruit training at San Diego, he was assigned to *uss Iowa*. His older brother, Beldon, was already serving in the battlewagon. The two now work side by side—except when Wallace is called away on an interpreting job.

Reliable Tubes for Electronics

Electron tubes that can stand up under the rigors of combat and other unusual conditions of military service are being developed by the Bureau of Ships in cooperation with the Army and Air Force.

Profiting from World War II experience, when the standard and fragile commercial type tubes would fail and whole instrument systems sometimes ceased to function, the Navy's electronic experts have worked to develop tubes that can really take it.

Today, a single CV-type aircraft carrier has approximately 12,000 electron tubes playing their part in radio, radar, sonar, navigation and fire control equipment. Failure of one tube in combat can easily bring a casualty or failure of a mission.

These newly developed "reliable"

type tubes with built-in shock and vibration characteristics and longer life have been subjected to many kinds of tests simulating actual operating conditions, conditions rough enough to cause immediate failure in most commercial tubes.

The new tubes which are the object of all this attention will cost more than the standard types. However, total costs will be reduced because of the lower replacement rate. Overall savings in critical material will also result since the new tubes do not require any more nickel, tungsten or mica than present commercial-types.

Full production of the longer-life tubes is planned for the near future. Supply to the Fleet will be made as they become available. In the meantime, however, some ships are trying out the tubes on an experimental basis.

Latest Versions of Banshee

The Navy's F2H-2 *Banshee*, which has been playing an important role as a fighter plane in the Korean theater, is entering another field in naval aviation.

Production is continuing on a basic modification of the *Banshee*, the F2H-2P, a photo reconnaissance model. Another version of the *Banshee* is the new F2H-3, a larger twin-jet fighter plane.

The last plane of the manufacturer's contract for the familiar F2H-2 twin-jet *Banshee* has been delivered to the Navy. The first *Banshees* were delivered in August 1949.

Other Navy contracts with the same manufacturer call for a fast single-jet fighter known as the F3H-1 *Demon*, a long-range twin-jet fighter now in experimental production.

Anti-Submarine Training Aid

The technical and inventive know-how of a Navy chief petty officer and a civilian electronics technician has resulted in a new training aid designed for use in anti-submarine warfare instruction. J. W. Smith AOC, usN, an instructor in the Fleet Airborne Electronics Training Unit and Mr. Paul A. Chambers, of the Naval Electronics Laboratory (both in San Diego, Calif.) engineered the device, known as a *sonobuoy magnetic plotting board*.

Purpose of the board is to train aviators and aircrewmembers in the use of the sonobuoy, a World War II-developed electronics ASW listening device. These buoys, which contain sonic listening equipment and radio transmitters, assist ASW units in tracking submarines.

The plotting board consists of a large metallic base upon which magnetized indicators are placed to represent target submarines, sonobuoys and attacking aircraft. In this fashion, sample problems and solutions can be easily demonstrated.

Detailed study is required in this method of ASW practices because of the complicated patterns and tactics involved. The new training aid enables an instructor to demonstrate the actual patterns to follow in placing sonobuoys on the surface of the ocean once the presence of a submarine is suspected. It also provides a vivid display of the over-all operation, including the target submarine's course.

For the Skeptics—Rain

First the witch doctors danced—and the rains came. Next, the disbelieving onlookers—a couple of South African fliers—tried the dance steps. Rain followed.

Then the South African pilots paid an overnight visit to a group of Marine fliers at an advance airfield in Korea and put on their dance. As the Marines watched the weird and jumpy “voodoo dance” they were skeptical. But it rained within a few hours.

After the visitors had left — and it stopped raining — a couple of Marines warily went through the steps. The voodoo was followed by rain. Six times during the following few months the Marines demonstrated their voodoo steps to the skeptics. Even though they threw in variations of their own, all the ingredients must have been there. Six more times it rained.

The seventh rain dance demonstration was followed by snow. Fog rolled in from the mountains, followed by a snow storm that blanketed not only their airfield, but great sections of Korea. Flight operations were suspended four days and the Leathernecks took to snow shovelling.

The air group commander put his foot down. “Let the doubters doubt. No more rain dances.”

Recently a photographer went to the airfield. The skipper lifted his restriction for a few minutes and two rain dancers went into their act. Although the skies were clear and the local aerology prophets forecast nothing but “fair weather” ahead, it rained the next day. A good section of the field’s runway was flooded.

From then on out it was no more rain dances, positively.

Picture Story on Submarines

“U. S. Submarines in Action” is the title of the current exhibit at the Truxtun-Decatur Naval Museum in Washington. This exhibit will continue through to September 1952.

The Naval Historical Foundation in this eighth exhibition since the museum’s opening honors the Nation’s “Silent Service.” The history of submarines from the earliest times to the present is conveyed through ship models, photographs, paintings, documents and other objects of historic and scientific interest.



COMBINATION ambulance carrier-crash truck-radio car speeds up rescue work. Two plexiglas roof windows enable driver to spot rescue planes easily.

Worked-Over Jeep Does Job

The Black Rock Desert of northeast Nevada is an area as formidable as its name. A 100-mile-long, isolated stretch of sand and mud, it serves as a gunnery practice range for aircraft squadrons operating out of the Navy’s auxiliary landing field at Fallon, Nev., some 120 miles to the south. Pilots know this as a good area for gunnery, but a poor one in which to be grounded.

Whenever a plane made a forced landing on the desert, it was many hours before the jeep-riding rescue crew from Fallon arrived on the scene. Difficult terrain between the field and desert and on the desert itself made the rescue trip a slow one.

Rescue work can now be performed more speedily and efficiently—thanks to the skill and ingenuity of Fallon-based airmen. They built a combination ambulance carrier-crash truck-radio car by converting and equipping a simple jeep. This jeep has a quickly removable, sturdy metal top. Bracketed to the rear of the jeep is a large tool box containing bolt cutters, axes, flares, knives, wrenches, foul weather gear and C-rations. Inside the jeep is another box containing a camera, thermos jug, high frequency radio transmitters and receivers and a first aid kit.

In the style of sight-seeing buses, plexiglas windows are set in the jeep’s top. This enables the driver

to see rescue planes circling above. On the other hand, the bright red color of the jeep and its red crosses in white circles enable pilots to spot the jeep.

For handling an injured man, the jeep has a unique arrangement of installing a stretcher. A rear door in the jeep swings up, permitting the foot of the stretcher to rest on the tool box. The head of the stretcher is supported on a bracket rigged to the front seats. Web belting holds the stretcher in place.

Large aircraft-type tires are final features of this rescue jeep. They enable it to traverse every rugged terrain, including soft sand, in its race to the downed pilot.—Therese G. Suska, SN, (W), usn.

Five Navies Get Together

Ships of five nations of the North Atlantic Treaty Organization (NATO) took part in the second combined minelaying-minesweeping operation to be held in the Mediterranean.

The purpose of the mine warfare exercises was to coordinate the training, maneuvering and communications of ships of different nations. In this operation, held in early June and dubbed Minex-Drage II, French, Greek, Italian, British and U. S. vessels took part.

Aircraft and submarines from several nations also played a role in the maneuvers in the Near East.

Nation's Roads Vie With War Zones in Casualties

Of all the naval personnel killed in non-combat casualties in 1950, the first year of the Korean conflict, *half of them were victims of motor vehicle accidents!*

A further check into 1950 records shows that there were 406 armed forces personnel killed in motor vehicle accidents, and that 88 per cent of the deaths occurred on leave or liberty. Youths in the ages between 18 and 29 were involved in more than 86 per cent of the total.

During the first seven months of 1951, in *one* naval district alone, 47 Navy personnel were killed in motor vehicle traffic accidents.

In addition, for the number of naval personnel injured in traffic accidents in this naval district, there was a loss of 42,600 man-days due to hospitalization. The cost of these injuries and deaths, *excluding* the pay of the injured men, their replacement and private property losses, exceeded one million dollars.

The even more startling statistics on all civilian motor traffic accidents throughout the nation point **up the need** for a continuing accident prevention program.

More than 52,000,000 motor vehicles traveled 465,000,000,000 miles in the U. S. last year. This is an all-time record. All those cars, trucks and buses rolling along those miles killed 37,100 persons and injured nearly two million more.

To avoid becoming a casualty yourself and a handicap to your organization, what can you do? For one thing you can take a traffic safety training course at your shore activity.

To meet the devastating property damage, increasing injuries and deaths from traffic accidents involving naval personnel, both as pedestrians and operators of government and private motor vehicles, the Navy completed in June a 40-hour instructor's course in accident prevention for instructor personnel from each of the naval districts within the continental shore establishment. Activities ashore outside the continental limits will receive the instructor's course beginning this month.

What does the Navy's traffic ac-

cident prevention program mean to you as a Navyman? Perhaps you have not thought of the serious consequences that can result if you have an auto accident due to your own misconduct, such as reckless or drunken driving which involves loss of time.

It is misconduct also if the driver of a motor vehicle, either government-owned or private, violates any law or traffic regulation.

What can this misconduct cost the Navyman? Here's the bad news:

- No pay for the time lost as a result of injuries.
- No credit for time in service during the time lost.
- Loss of pension benefits in case of medical discharge resulting from a traffic accident due to misconduct.
- Loss to your beneficiary of six months' gratuity pay if you are killed as the result of your misconduct.
- Possible civil court action, followed by
- Military court martial for traffic accident due to your misconduct.

Many people know too little about their car. They don't know the limitations of their vehicle and feel sure they can "stop on a dime."

The stopping distance of an automobile at various speeds depends on many factors, such as road conditions, weather, tires, and weight of car. But, there are two things a driver must consider under any conditions: Reaction distance—the time required to apply the brakes, and braking distance—the footage your car will travel after you apply the brakes.

If you think you can stop on a dime, here are tabulated facts showing the stopping distances in feet at various speeds for a driver, with the normal reaction time established at slightly more than one-half a second.

Speed (mph)	Reaction Distance (ft)	Braking Distance (ft)	Stopping Distance (ft)
20	18	19	37
30	27	43	70
40	36	76	112
50	45	119	164
60	55	171	226

Chief Subs for Chaplain

The "preacher-chief" of *uss Leyte* (CV 32) is a man that any chaplain would be happy to have around. Harold C. Shreve, AOC, usn, a licensed minister of a church in Southern Baptist Convention, assists the ship's chaplain by preaching for him whenever the chaplain has to be away.

He also lends a hand in other ways. For those men who want to study the Bible, Chief Shreve conducts Sunday school — much the same as he did for three years in civilian life at the old Bartlett Baptist Church just outside Memphis, Tenn.

During divine services, the aviation ordnanceman assists the chaplain and, during Holy Week, Chief and Chaplain alternate daily with special devotional services for the crew.

A veteran of 16 years of naval service, Chief Shreve plans to complete his college and seminary work after he retires from the Navy. Following that, he plans to work with rural churches in North Carolina.

But in the meantime, the "preacher-chief" feels that his present ministry is to his shipmates. During the past few years he has completed two years of college study by correspondence with the Armed Forces Institute and through various theological correspondence courses. Telling of the motive behind this work, he quotes from the Bible, "Study to shew thyself approved unto God, a workman that needeth not be ashamed, rightly dividing the word of truth."

Solar Reflecting Paint

The latest contribution to the comfort of passengers on the Navy's *Skymaster* aircraft is a solar heat reflecting white paint which covers the tops of the planes' fuselage.

During the time a plane is on the ground, there is insufficient air flow to provide adequate ventilation inside. The heat caused by absorbing the sun's rays is discomforting to passengers, and particularly to litter patients on air evacuation flights.

In tests conducted at NAS, Corpus Christi, Tex., the solar reflecting paint, as its name implies, reflects the sun's rays instead of absorbing them. A difference in temperature of more than 20 degrees between a plane with the paint and one without was recorded.

'Tailor Made' Lubricants

Aviation gunners and pilots who are concerned about their 20 millimeter cannons jamming in the low temperatures found at high altitudes will get welcome relief in the form of a new lubrication system. Using "tailor made" lubricants, this system permits nearly constant rates of firing of guns at temperatures ranging from 150 degrees above to 70 degrees below zero (Fahrenheit).

Four lubricants are used. First is a light oil for the gun mechanism itself. A lubricant for the ammunition is the second. The final two consist of a water-repellent lubricant for the electric trigger and grease for the mechanism that feeds the ammunition to the gun.

Maintenance problems are simplified by the new lubricants. Day-to-day upkeep of the gun requires only two of the lubricants: the gun mechanism oil and the ammunition lubricant. A few drops of lubricant on the trigger and a single greasing of the ammunition feeder mechanism will normally suffice for the lifetime of the gun.

The new system was developed by the Office of Naval Research.

Family Ties Are Strong Here

When all the brothers serving in *uss Roanoke* (CL 145) get together, they outnumber many of the ship's divisions. There are 25 two-brother combinations and one three-brother combo in the ship. This is believed to be the record for sets of brothers in one ship.

Brothers on *Roanoke's* muster roll are: John and Walter Barron, Edd and Marvin Bonner, William and Eddie Brooms, Don and Robert Butler, Howard and Lloyd Combs, Elmer and Thomas DeFrates, Raymond and George Doerr, Anthony, Conrad, and Edward Miller, Dougherty, Roger and Charles Freeman, Richard Holmes and Andrew Spenceley, Gerald and Paul Garland, James and Robert Glynn, Dean and Melvin Kellicutt, Harold and Richard Martin, Gene and Jack Mesplay, Fredrick and Theodore Miller, Kermit and Arvil Nelson, Jack McManigle and Neal Fields, Chester and William Parson, Robert and Eugene Pearson, Richard and Verne Plenger, James and William Preston, Donald and John Rinker, Ralph and Roger Tidaback, George and Joel Tyson, James and William Veber.



BLUEJACKET BAND, an off-duty outfit at the Postgraduate School, Monterey, Calif., includes ratings from commissary seaman to construction electrician.

Steam Catapult for Carriers

A new type British catapult nicknamed the "steam slingshot" has proved through recent tests that it can hurl the heaviest of the U. S. Navy's jet fighters into the air, even when the carrier on which it is installed is headed downwind.

The steam-powered catapult performed so well during tests on board the visiting Royal Navy carrier *HMS Perseus* that the Navy has ordered an installation on one of its own *Essex*-class carriers, *uss Hancock* (CV 19). What's more, the Navy is considering use of the system on the new flush-deck carrier, *uss Forrestal* (CVB 59).

During the *Perseus* tests, which were held at Naval Shipyard Philadelphia, Pa., Naval Operating Base Norfolk, Va., and at sea, U. S. Navy engineers determined that while the amount of steam needed to operate the new catapult is considerable, the boilers of U. S. carriers will be able to meet the required steam supply without interfering with normal operations of the ships.

In one of the tests, *uss Eugene A. Greene* (DD 711), lying alongside *Perseus*, supplied steam at pressures higher than ordinarily used in British practice. This test proved that the catapult could be adapted to the higher pressures used in U. S. ships. The new system was also found to be readily adaptable to launching heavier type planes.

The British system uses the prin-

ciple of the slotted cylinder and has no rams or purchase cables. A hook on the plane to be launched is connected directly to a piston which is driven along the cylinder by the high pressure steam from the ship's boilers. A sealing device is used to keep the slotted cylinder steam-tight.

The interchange of information on development projects points up the continuing cooperation between the British and American navies to the advantage of both services in advancing the sciences of naval warfare.

New Construction for Kwaj

The year 1952 is a notable one construction-wise for the Navy's mid-Pacific base at Kwajalein. Already under way or scheduled for construction this year are 15 new projects.

At the top of the list are permanent facilities to replace temporary wartime installations—automotive repair facilities, a warm-up apron and plane parking area, a telephone exchange, a public works shop, an operations building and control tower, a fire house and a parachute loft and drying tower.

Other new construction for this Marshall Island center includes the first building of a projected island warehouse system, a bachelor officers' quarters, a subsistence building, fuel storage facilities, quarters for the MATS weather service detachment and a brig.

Navy Athletes Prep For 1952 Olympic Competition

(Ed. Note: The majority of the final U. S. Olympic tryouts were not completed prior to the All Hands July deadline. At "press time" final meets (in order of listing) were yet to be conducted in pentathlon, fencing, canoeing, boxing, cycling, rifle and pistol, weight-lifting, track and field, decathlon, water polo, swimming, and rowing events. Therefore, reports can not be made here on all Navy personnel whom it is expected will be chosen as members of the American team. A complete roundup of Navy and Marine Corps participation in the XV Olympiad at Helsinki, Finland, 19 July-3 August, will be carried in September All Hands. However, some of the Navy and Marine athletes who at this time already have qualified for membership on U. S. Olympic squads are mentioned below.)

LCDR Walter C. Blattmann, USN, who in 1948 was an alternate member and only serviceman to represent America on the Olympic gymnastics team, has been selected as No. 3 man on this year's squad. Again, he is the only member of the armed forces to qualify for the eight-man U. S. gym group. As an alternate in 1948 he was not called upon to compete in the games of that year although he accompanied the team to London. The 31-year-old officer, a native of New Orleans,

La., is attached to the staff of Chief of Naval Air Technical Training Unit of NAS Memphis.

Heavy as gymnasts go, Lieutenant Commander Blattmann stands five feet ten and weighs 165 pounds. He won his berth on the 1952 team as the result of competition in the National Amateur Athletic Union meet at Penn State in April. (The NAAU championships were considered as the qualifying eliminations for Olympic team selection.) Entered in the All-Around event, the Navy gymnast ran up a total of 317.8 points behind the 329.6 and 328 points of the first and second placers, respectively, to clinch the No. 3 position on the U. S. team.

The All-Around competition included performances in calisthenics, long horse, side horse, parallel bars, horizontal bar, and rings. While at the Naval Academy (Class of 1943) Lieutenant Commander Blattmann was the 1942 gym team captain and intercollegiate horizontal bar champion. That same year he placed second in the NCAA gymnastics side horse championships. In 1949 he took fourth honors in the NAAU gymnastics finals by winning points in the horizontal bar, side horse, parallel bars, and All-Around class. Prior to this year's NAAU finals, the officer had paired up with Charles J. Keossein, SN, of NTC

San Diego, to take the team trophy in the Great Lakes AAU Gym Tournament at Erie, Pa.

LT Charles W. Lapworth, Jr., USNR, docking officer at Long Beach Naval Shipyard, will be in the 1952 Olympics as an alternate crew member of the Dragon class sloop *Skidoo*. He helped sail the 29-foot Norse-built racer to the Olympic elimination championships at Beltingham, Wash., in May.

Skidoo will be the U. S. entry in the events on Lake Harmaaj, Helsinki, in which 14 other nations will compete. The sleek craft is owned and captained by William L. Horton of Wilmington, Calif., a West Coast boat builder and major contractor for the Long Beach area. During World War II, Mr. Horton served in the Navy as a lieutenant commander and skippered PT boats in most of the ETO actions. In addition to Lieutenant Lapworth, Mr. Horton will have as crew members his son, Bill, Jr., and daughter Joyce. Lieutenant Lapworth, veteran sailing ace, is a former international champ sailor in the 14-foot dinghy class.

Norman E. Brinker, SN, USN, of Elliott Annex, NTC San Diego, one of six top riders in the U. S., will be a member of the U. S. Olympic equestrian team. He qualified at the elimination finals at Fort Riley, Kans., to be selected for the four-man team to perform for the U. S. in horse-jumping events at Helsinki. A 20-year-old farm boy from Roswell, N. M., Brinker is the first Navy man ever to be selected as an American Olympic equestrian.

He joined the Navy in 1951. He first became interested in equestrian activities the year previous while attending New Mexico Military Institute. He rode a horse so expertly in the 1950 Santa Fe International Horse Show he was chosen as first alternate on a three-man preliminary U. S. Olympic team which went on to win top honors in international horse shows with English, Irish, and Mexican teams at Harrisburg, Pa., and in Madison Square Garden at New York City, as well as at the Canadian Royal Winter Fair in Toronto.

John P. Lafferty, AD1, USN, of NAS Quonset Point, R. I., currently



ONLY ARMED FORCES member of 1952 U. S. Olympic gymnastics squad, LCDR W. C. Blattmann, USN, performs a muscle-bulging 'lever over rings'.

recognized as one of America's foremost long distance runners, has been named a member of the three-man U. S. Olympic marathon team.

Navy attention will be focused on the Olympic marathon event in which the U. S. has not had a winner since Johnny Hayes brought home the laurel in 1908. Lafferty, 34-year-old father of three daughters, in the past four years has collected enough miscellaneous trophies and medals to fill a fair-sized museum. He has competed and won awards in more than 80 major American and Canadian marathon events since first taking up the sport in 1948.

He enlisted in 1937 while a resident of Jersey City, N. J., but it was not until 1947 when he was stationed at Naval Auxiliary Air Station, Brunswick, Me., that he first showed any inclination for running. It seems that the schedule of the bus he would have to take to reach his home four and a half miles from the base did not coincide with the expiration of his working hours, and rather than wait a half hour for the first available bus, he got in the habit of running home. He found he could arrive at home even before the bus for which he might have waited would leave the airport.

Mrs. Lafferty adds that some of her husband's early training also was in the form of morning Dagwood-dashes for the bus on his way to work. In 1948, shortly after the wing-footed aviation machinist's mate had been transferred to NAS Argentia, Newfoundland, he learned that an annual 10-mile road race was to take place at St. John's, and he decided to give his Maine-conditioned legs and lungs a tryout against competition.

To everyone's surprise he finished second behind Bern Thistle, the All-Newfoundland champ. And Lafferty ran the race wearing Navy dress shoes. The following year, John, donning regulation track shoes, once more ran in the St. John's race. Not only did he win it this time to become the first foreigner to do so, but he turned in the second best time of the event's 22-year history.

In the meantime, back in the U. S. on temporary duty, he entered the 53rd annual Boston Athletic Association Marathon, one of the world's most important overland runs (26 miles, 385-yards). He promised his family he would be among the first 33 runners to finish.



GRAPPLER Bill Pearl, NAS Whidbey Island, puts lock on Dick Bushness, NAS Seattle, in 13th ND heavyweight title match. Pearl won on points, 8-7.

He came in 24th in a field of 185 international entrants. In the 1950 BAA marathon, Lafferty was the first American to cross the finish line and placed fourth in a field of 139. That year's run was dominated by a clean one-two-three sweep by runners entering from Seoul, South Korea.

In the BAA meet of 1951, Lafferty again was the first American across the line as he copped second position slightly over three minutes behind Japan's 19-year-old Shigeki Tanaka of Hiroshima who turned in the third best winning time in the 55 years of the annual road classic. Lafferty's performance in the race, outstanding as it was, was hampered by a badly bruised foot, plus a stitch in the side.

In this year's Boston marathon John fought leg and stomach cramps most of the distance and could place no better than 11th, but was the seventh American to finish. In NAAU runs at Yonkers, N. Y., also a 26-mile, 385-yard course, John missed winning the 1951 trophy by 23 seconds in a rain-soaked field of 55 of the nation's best cross-country leggers. The NAAU, this year, was the final qualifying elimination for the U. S. Olympic marathon team. Lafferty finished fifth among 60 starters after having kept pace for the first 22 miles of the race with the ultimate winner, Victor Dyrge of the Millrose AA, who was selected as the No. 1 man for the Olympic endurance run. Although Lafferty finished 11th in this year's BAA

event, and fifth in the NAAU run, he was selected for the Olympic squad on the basis of having one of the lowest time scores in the two elimination tryouts which, with the 1951 NAAU competition, were considered the principal Olympic qualification trials.

As reported in June All Hands, four Navy wrestlers had qualified for the U. S. Olympic mat squad. They were LT Josiah Henson, USN, and LT Charles Shuford Swift, USN, both of the Naval Academy, LTJG John A. Fletcher, USN, of NAS Pensacola, and Dan A. Hodge, SA, USN, of NTC Great Lakes, the latter becoming the first Navy enlisted man to be selected for an American Olympic wrestling team.

Fletcher was a member of the 1948 Olympic squad. Recently, however, Lieutenant Swift fractured a leg during a training match and will be out of this year's Olympics. His spot will be taken on the U. S. squad by Joseph J. Krufka, AT3, USN, of Air Anti-Submarine Squadron 31 at NAS Quonset Point. Thus he becomes the second Navy enlisted man to make an Olympic wrestling team. Krufka, a former New England AAU champ, placed third in the National Olympic Wrestling Trials at Ames, Iowa, this year. He qualified for the Ames tryouts by winning the 174-pound class title in the New England District Olympic trials. At Ames, he won three of six matches to place third in the field of 28 entries.

SIDELINE STRATEGY

In this month's Olympic swim meet at Helsinki, one of the most interesting contests as far as the Navy is concerned seems to be shaping up in the 100-meter backstroke event.

To review the 1948 Olympic backstroke race: two of the world's greatest swimmers were matched in that competition. They were ENS (now LTJG) Robert E. Cowell, usn, formerly of the Naval Academy team, and Allen M. Stack of Yale, swimming for the New Haven Swim Club.

Before the 1948 Olympic event, Cowell was undecided whether to swim all out in an attempt to beat Stack or to swim a paced race in the hope of clinching second-place honors. He settled on the former strategy and turned in one of his best performances as the two swimmers came in practically in a dead heat. The judges gave Stack the nod by 1/10th of a second. (His time was 1:06.4).

Some months ago, Cowell put his swimming ability to good use. As he was piloting a jet plane off a carrier there was a flameout on takeoff and the craft fell almost directly in front of the ship's bow. Bob Cowell managed to wrench himself clear of the cockpit and backstroked out of the path of the on-rushing carrier. Said swimmer Cowell, later: "If I'd swum as fast in the Olympic as I did getting out of the way of that car-

rier, I would have beaten Stack easily."

Lieutenant (junior grade) Cowell is not an Olympic contestant this year, but Stack will be there again, this time as a representative of the Navy. He now holds a commission as ensign in the Naval Reserve.

Another Navy swimmer, one who is expected to give Ensign Stack his stiffest competition, is Ensign Jack G. N. Taylor, usnr. He took the 1951 and 1952 NCAA 200-meter backstroke titles as well as the 1951 NAAU 100-yard and 150-yd championships while swimming for Ohio State.

Ensign Stack, in addition to being the 1948 Olympic backstroke champ, holds the world's record in the 100-meter (1:03.6), 150-yard (1:29.9), and 200-meter (2:18.5) backstroke events.

Swimming was first introduced into Olympic competition in 1896 with a single event, a 100-meter free-style race. The backstroke contest was added in 1904 as a 100-yard race with Walter Brack of Germany as the winner. In 1908 the 100-yard distance was changed to 100 meters.

The first American to win the Olympic backstroke title was Harry Hebner (1912) and a U. S. team member has been victorious in every Olympiad since, with the exception of 1932 when Masaji Kiyokawa of Japan was the winner. — Ernest J. Jeffrey, JOC, usn.

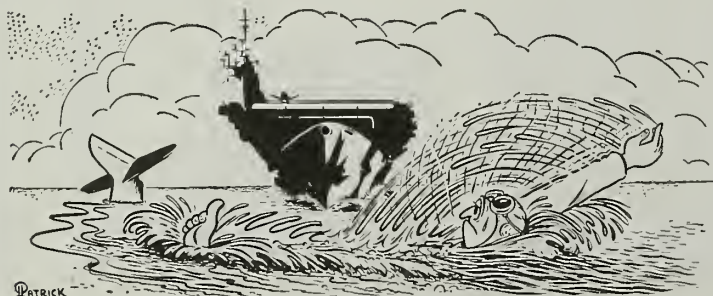
To date, a pair of Marines have been chosen as Olympic team members, one for the U. S., the other for Puerto Rico. They are Pfc Edward J. McHugh, USMC, 21-year-old soccer star of MCRD San Diego, and Pfc Jaime Annexy-Fajardo, USMC, of Camp Pendleton, Ocean-side, Calif., outstanding hammer thrower and shot-putter.

McHugh, before entering usmc in December 1951, had played on the 1948 and 1950 national champion Simpkins Soccer Club of St. Louis, Mo., his home town, and was for a number of years a key man with the St. Louis All Stars. Fajardo, a native of Santurce, P. R., who came into the Marines in September 1951, is a 24-year-old, six-foot, 200-pound athlete tops in the hammer throw.

At the request of Olympic committee members of his native country, he has been granted special permission to represent Puerto Rico in the 1952 Olympics. He attended the University of Pennsylvania in this country where he starred in the 1948 and 1949 field events, winning among other competitions the triangular championship in the hammer throw against Princeton.

In 1950 he was champion hammer hurler of the Central American Olympic games at Guatemala City, Guatemala, setting a new mark for the event. In the first Puerto Rican trials in connection with the 1952 Olympics qualifications, Fajardo tossed the hammer 162 feet, one inch, to establish a new Puerto Rican-Central Caribbean record.

Also scheduled to accompany the American Olympic team to Helsinki, are LCDR J. P. Gutting, USN, head of the recreation and physical fitness branch of the Bureau of Naval Personnel; Jim Simpson, SA, USNR, Washington, D. C., radio and TV sportscaster; and Raymond H. Swartz, Naval Academy wrestling coach for the past 13 years. Lieutenant Commander Gutting will act as the official Navy representative, Simpson will announce the Olympic meets for Armed Forces Radio Service beamed at ship and station units around the world, and Swartz will attend the games in the capacity of U. S. Olympic Wrestling Team coach. Also making the trip to Helsinki will be Toimi J. Ronka, ADC, USCG, of Coast Guard Headquarters, Washington, D. C., who will act as Finnish interpreter.



THE BULLETIN BOARD

Scholarships Are Offered At Various Schools for Daughters of Officers

Eight scholarships have been established by the Daughters of The Cincinnati for daughters of commissioned officers of the Army and Navy.

Navy "juniors" possessing records of high scholastic achievement, plus evidence of interest in extra curricular activities such as athletics, glee club, dramatics, etc., may submit applications.

The General Robert Anderson Scholarship at Teachers' College, Columbia University, New York, N.Y., was established by a member of the society for a student who wishes to study for postgraduate degrees and become a teacher. If the student plans to study more than one year, she may be awarded a second-year scholarship. This graduate scholarship provides for a stipend of \$300 and maintenance of \$500.

Another scholarship for the same purpose, The John Chester Scholarship for Teachers' College, Columbia University, provides a fund of \$500 for maintenance.

Four other scholarships are being offered outstanding graduates. Under the scholarship terms, chosen applicants may select any college in the U. S. The scholarships are The Army and Navy Scholarship which provides \$300 stipend and \$300 maintenance, and the three Julia Chester Wells Scholarships, two of which provide \$550 for maintenance, and the other a \$100 stipend plus \$350 maintenance.

Information concerning the above six scholarships may be obtained by writing Mrs. Ernest Sinfield, St. Paul's School, 295 Stewart Ave., Garden City, Long Island, N. Y.

Two additional scholarships are being offered, each providing \$500 for maintenance at the College of William and Mary, Williamsburg, Va. These are The George Washington Scholarship and The Thomas Jefferson Scholarship. Information may be obtained from Mrs. William A. Hamblen, 44 Red Road, Chatham, N.J.

One-Third of Academy Graduates Are Former EMs

More than one-third of this year's graduating class at the U.S. Naval Academy began their military careers in the enlisted grades.

Of the 783 midshipmen in the class, 278, or about one-third, had prior military service. Most were former Navy bluejackets or enlisted Marines — 247 to be exact. Others with prior military experience included four former officers, seven former naval ROTC midshipmen, four naval aviation cadets and one former West Point cadet, and 15 former enlisted men from other branches of the armed forces.

Line Officers Now Eligible For Duty with UDTs

Duty with underwater demolition teams, on a volunteer basis, is open to line officers of the Regular Navy and Reserves on active duty in the rank of ensign to lieutenant commander.

Applications from temporary officers will be considered. Billets are available with UDT teams in both the Atlantic and the Pacific.

Qualifications for UDT training or assignment to a team for duty, are:

- Must be a line officer, not over 30 years of age preferably with two years' commissioned service. Past experience in athletics is desirable but not mandatory.

- Application must be accompanied by a medical officer's statement of physical-fitness in accordance with Art. 15-31 of the *Manual of the Medical Department*.

Additional requirements are outlined in *BuPers Manual*, Art. C-7306.

In view of the extensive training required, Reserve officers must indicate their willingness to remain on active duty within the UDT program for two years.

Applications should be submitted to the Chief of Naval Personnel, (Attn: Pers-B1114), according to *BuPers Circ. Ltr 48-52 (NDB, 31 Mar 1952)*.

All Officers, Certain Waves And Enlisted Men Eligible For Course in Naval Justice

All officers, Regular and Reserve, now on active duty, as well as certain enlisted personnel now performing administrative duties, are eligible to attend the U. S. Naval School, Naval Justice, Naval Base, Newport, R. I.

Courses for both officers and enlisted personnel, including Wave personnel, are seven weeks in length. Petty officers second class and above in the ratings of yeoman, personnel man and hospitalman, are eligible for assignment to this school. Petty officers third class, strikers and non-rated personnel may qualify upon the written recommendation of their commanding officer.

Enlisted Waves in the same categories will be accepted for enrollment. Advance notice must be given however that a Wave quota is desired in order that quarters for women may be allocated.

All enlisted personnel must have at least 18 months' voluntary obligated service remaining when they enter the school.

The course for enlisted personnel concentrates on training men to be legal yeomen and personnel men. Classroom instruction includes preparation of court-martial records and the preparation of all records and documents used in the pre-trial and post-trial phases. Instruction also is given in "charges and specifications" and other administrative matters relating to discipline.

The course for officers emphasizes the following basic subjects:

- Naval Judiciary Proceedings — an over-all study of the mechanics of UCMJ, the *Manual for Court-Martial* and the *Naval Supplement*.

- Pleading commonly referred to as Charges and Specifications—the Navy's criminal law as set forth in the punitive article of the code.

- The rules of criminal evidence and their court-room application.

The schedule of classes and other eligibility requirements are outlined in *BuPers Circ. Ltr. 78-52 (NDB, 15 May 1952)*.

Your Enlisted Service Record—Why It Should be Maintained Accurately

Do you know how your enlisted service record stands today?

Do you know how important this record is to your future, both in your naval career and in later civilian status?

Do you know that a properly maintained record may mean money in your pocket—now or at some future date?

All activities of the Navy are affected, directly or indirectly, by the service records of enlisted personnel, and for that reason records are required to be maintained as complete, up-to-date documents. BuPers Enlisted Services and Records Division stresses that accuracy is of great importance to the Navyman himself. The records for this are pointed out below. Also shown is the value of the service record as a source of future information after a man is separated.

Personnel officers, yeomen and personnel men are charged with completeness and accuracy of enlisted records in the performance of

their routine duties. These administrative personnel do an excellent job, but, without your cooperation they cannot always do a complete job.

Certain inherent responsibilities rest with the individual enlisted man or woman in keeping service records currently up-to-date.

For example, have you remembered to include new information or changes regarding your beneficiaries? Is there a change in the address of your nearest surviving relative? Do you have an outdated will? Should there be a change in the amount of your allotment which is not being made because you have failed to notify the Navy of a change in the status of your dependents?

Your service record is the official history of your career in the naval service. Whether you are a member of the Regular Navy or the Naval Reserve, serving your first enlistment or pushing for 30-year retirement, it is an important document.

Even after your separation or re-

tirement your record may serve you in a number of important ways—Veterans Administration claims for pensions, disability treatments and hospitalization; state bonus claims; Federal or civilian employment; school credits, and many other possible needs of the future. The Navy is constantly using the records of veterans who served prior to and during World Wars I and II.

Great precautions are exercised to safeguard service records against loss and against access by unauthorized persons. No information may be divulged from your records except to yourself or your authorized representative, by court order, or by authorized personnel when it is in your best interest or that of the Navy. Printed prominently on the front cover of the file folder is a notice of CAUTION to this effect. This policy, by long usage, has acquired the effect of law. No paper or document may be added to or removed from the record files by you or any person except when specifically authorized and witnessed by proper authority.

To help you understand the importance of good record-keeping—ALL HANDS explains here the purpose of each of the *required* documents that should be in your service record, and other papers which may be essential parts of your record.

First, let's see how your service record is "born," starting with the day of your enlistment.

The Chief of Naval Personnel assigns a block of service numbers to recruiting activities and administrative commands.

Following your enlistment at a Navy Recruiting Station, a service number is assigned to you. That number is new—it has never before been used and will never again be used as a service record number for anyone else.

After you have completed your application for enlistment and have been accepted for naval service you sign an Enlistment Contract (Shipping Articles) which becomes page 1 of your service record.

Here begins the journey of your official Navy history. Wherever you go on duty, your record goes with you.

Your Enlistment Contract is made

WAY BACK WHEN

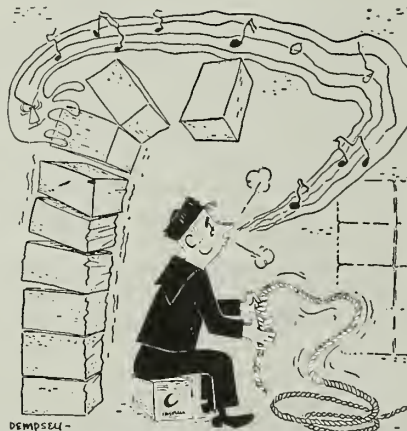
Whistling in a Ship

To do a job efficiently, whether in a ship or at a shore station, confusing sounds or calls must be eliminated. Among other things, this means that whistling is restricted to leave ashore.

Even in the days of the Vikings there were objections to whistling on board ship, although there was a belief among the sailors that in a calm a wind could be raised by whistling for it. However, the danger that too much whistling would raise a gale discouraged the practice.

It is possible, also, that the superstition about whistling on board ship grew out of practical considerations. As much quiet as possible was necessary in sailing ships so that the operation of the vessel could be detected from the sound of the wind in the sails.

Whistling could be easily confused with the boatswain's pipe calling attention of members of the crew before officers transmitted orders and signals. Confusion of whistling with these signals might endanger the lives of men engaged in hoisting or lowering heavy weights. Continual admoni-



tion on this point by the officers may have given rise to the superstition that whistling in a ship brings storms or bad luck.

Although whistling aboard ships is not specifically prohibited in the rules and regulations governing today's modern Navy, the practice is generally frowned upon and it is considered unseamanlike for a sailor to whistle while on duty aboard ship.

in an original and duplicate. At the same time, the upper half of the Contract, called Part II, is made. The original and Part II of your contract are sent to BuPers along with your application for enlistment where a file is established in the Enlisted Services and Records Division known as *Enlisted Service Jacket* (NavPers 807A). The Part II card is received in the Personnel Accounting Division where you become a statistic in the Navy's Personnel Accounting System. The Enlisted Service Jacket is retained in an alphabetical file. The duplicate contract is retained in your service record that follows you from station to station.

The entire service record (NavPers 601) consists of the buff-colored binder or file cover, 10 by 11 inches in size, containing numerous loose-leaf pages, most of which carry the NavPers 601 number together with the important identifying individual page numbers—No. 1, the Enlistment Contract, through No. 15, Report of Separation from the Armed Forces of the United States. These pages are made up with the necessary extra copies attached and carbon sheets inserted. For most of the forms, the extra copy is forwarded to BuPers to be inserted in your Enlisted Service Jacket (NavPers 807A).

Now that you have your service record established as a Navyman, here in summary is a check-list of the most important basic forms which will constitute a permanent history of your naval career. Your understanding of the purposes of these pages will enhance your knowledge as to why good record keeping is essential.

In numerical order, but not neces-



"We only make dat:s on the fifth and twentieth!"

sarily chronologically, the basic pages are:

Page 1

Enlistment Contract, covered in the preceding paragraphs.

Page 1A

Agreement to Extend Enlistment is used when you agree to extend your enlistment. There are five parts to this page. All copies must be signed by you and the officer administering the oath. The fifth copy is forwarded immediately to BuPers when the agreement is entered into. When the extension of enlistment becomes effective the unexecuted portion of the page is completed and the original is forwarded to BuPers to be filed in your jacket. The third copy is placed in your record at your place of duty and the two remaining copies are sent to your disbursing officer to be processed for payment.

Page 2

Record of Emergency Data is one of the pages you should always re-

member to keep current. In fact it is your responsibility to execute this form whenever a major change in status occurs, such as marriage, divorce, promotion from enlisted rating to officer rank, orders to active duty, reenlistment, etc. It is commonly known as DD Form 93. It is most important to your dependents because it provides to Navy with adequate record for emergency data pertaining to the following: (a) person to be notified in case of emergency, (b) person to receive six months' death gratuity, (c) person to receive Government life insurance benefits, (d) and person to receive BAQ allotment and the amounts to be received. (This form is *not* however, an application for BAQ). All of the copies are signed by you. If you want additional information concerning the use of this form see BuPers Circ. Ltr. 47-52 (NDB, 31 Mar 1952).

If you have made any change in your permanent address or other status, if your dependents have moved, or you have married, see to it NOW that a new DD Form 93 is executed. Also, see the item in this section of ALL HANDS—*Protect Your Dependents by Having Correct Record of Emergency Data on File*. It explains the revision of DD Form 93 in compliance with recent legislation.

Page 3

Enlisted Classification Record is your "personal representative"—it tells the Navy who you are; what educational training you have had; your abilities and skills and Navy test score profile—GCT, ARI, MECH, CLER, and Sonar. Your progress in the naval service depends heavily



PASS THIS COPY ALONG—Get on your horse, read this issue, then come across with it so others can too.

upon the completeness and accuracy of the data you furnish the Navy's classification interviewer. It is important in making assignments to duty for which you are best qualified, where your advancement in rating will be most rapid and your proficiency in rating will be in the best interests of the naval service.

Upon immediate reenlistment, re-employment, or transfer to the Fleet Reserve, page 3 is removed from the

close-out service record and inserted in the new record. If you do not reenlist immediately, the original page 3 is fastened with copies of DD Form 214 (Report of Separation from the Armed Forces of the United States) to your discharge certificate.

Page 4

Navy Occupation and Training History supplements and amplifies information contained in the Enlisted Classification Record (Page 3). It

provides a summary of in-service training, advancement in rating, and other training history. The importance of complete and accurate data in this record is obvious and every Navyman interested in advancement will keep a sharp eye on Page 4.

Page 5

Gunnery Record interests the man who is qualified in small arms or for key gunnery station. Only one copy of this form is prepared and retained in the service record at all times.

Page 6

Court Memorandum is one page to avoid. However, if you are so unfortunate as to require this page in your naval service record, it is made up in quadruplicate for each summary court-, special court-, or general court-martial. It also serves as an order to the disbursing officer to make adjustment in your pay as required by the approved sentence of the court. This page is not used for a captain's mast where reduction in rate does not result. Such entries are made on page 13, Administrative Remarks.

Page 7

Individual Order to Adjust Pay Record is issued whenever your pay status is affected for such reasons as an increase in longevity, advancement in rate and allowances for commuted rations, subsistence and/or quarters allowances. Only one item is completed for each page prepared. The form is made in quadruplicate. The original is placed in your record, one copy is forwarded to BuPers and two copies go to the disbursing officer for any required adjustment to your pay record. Item number 8 is used for "Miscellaneous Pay Orders" which are changes in pay status applicable only to a few individuals, such as those assigned to hazardous duties.

Page 8

Leave Record is a single original copy, made out when your service record is established. After you return from authorized leave, the personnel office enters the dates of your leave, number of days, and type of leave. Page 8 is then forwarded to the disbursing officer with Page 7 to credit your pay with leave rations. The type leave is entered with the appropriate symbol indicating; A—

HOW DID IT START

Church Pennant

Like many other naval customs, the use of a church pennant is probably inherited from the British Navy. Instructions appearing in a British signal book of 1796 describe the church pennant as "a common British pendant," and state that it is flown from the mizzen peak "to denote that the Ship's Company are at prayers ..."

The United States Naval Signal Code for 1867, gives the first known official directions for the display of the pennant. "The Church Pendant will be hoisted immediately above the ensign at the peak or flagstaff at the time of commencing, and kept hoisted during the continuance, of divine service on board all vessels of the Navy." However, the church pennant probably existed long before 1867. There is said to be on file a requisition made in 1844 from a commanding officer for a church pennant.

"Naval Orientation" states that "in the large assortment of flags carried by American men-of-war, only one flies above the national ensign—the church pennant. It is not known when it was first hoisted, but it was flown in 1842 on the U.S. brig Somers during the religious services following the execution of three men charged with attempted mutiny. In the words of Alexander Slidell MacKenzie, the captain: 'The colors were then hoisted, and above the American ensign was raised the Banner of the Cross—the only flag that ever floats above it from any vessel under my command.'"

The original design and use of the church pennant are not known, as there are no signal books available from the period 1813 to 1848. In the signal book of 1858 there appears the earliest illustration of the church pennant located to date. It is a blue Greek cross on a white pennant. There is no text describing its use, or point of hoist.

From 1858 to 1908 there are several



meager records of the description and use of the church pennant. In the signal book of 1867 is found the first record of instructions: "The Church Pennant will be hoisted immediately above the ensign at the peak or flagstaff at the time of commencing, and kept hoisted during performance of divine service on board vessels of the Navy." Though this book contains the first printed instructions, the plates do not include an illustration of the pennant. All subsequent illustrations of the pennant up to 1883 show the Greek cross.

The "General Signal Book of the United States Navy, 1908," shows the church pennant bearing the present blue Latin cross and the text: "The church pennant is to be hoisted over the Ensign during the performance of Divine Service on board vessels of the Navy."

Again in the "General Signal Book of the United States Navy, 1913," the blue Latin cross, in use today, is illustrated with the same instructions appearing in the signal book of 1908. This appeared again in "Signal Manual, 1920," and in subsequent signal and communications manuals, and the practice is still in effect.

annual; R—reenlistment; E—emergency; or RT—recruit leave. It is the individual's personal responsibility to know his leave credit to avoid taking excess leave which might result in a checkage of pay.

It should be remembered that leave rations are credited only on leave taken and not on travel time.

After the leave record entry has been made on Page 8 and checked against Page 7, and the order to credit your pay record with leave rations is issued, the disbursing officer signs the leave record as evidence the required pay record entry has been made and Page 8 is returned to the personnel office and re-inserted in your file.

In case you are transferred, your commanding officer will enter and sign on the leave record (on the line below the last entry) "No leave taken since date last made entry," or "No leave taken while attached to this command," as the case may be, and the "Leave rations credited are not in excess of leave taken."

Upon separation the leave record is forwarded to BuPers with the closed-out service record. If you reenlist, a new Page 8 is made out. For further information on leave see Articles C-6305, C-6401 and C-7817, BuPers Manual, 1948.

Page 9

Marks is a record of your proficiency in rate, seamanship, mechanical ability, leadership and conduct. When you are transferred to a new duty station or ship, your new commanding officer and division officer will have a picture of your previous "standing" and you are "measured" by the record you have earned. Your marks are assigned on the following occasions: quarterly; upon transfer; as a result of offenses for which punishment is awarded by the commanding officer or courts-martial; and upon separation. You start with a new Page 9 upon each enlistment or reenlistment.

Page 10

Record of Training Duty is used only for Naval Reserve Organized units and provides individual records of active training duty and group training duty. When the Reservist is ordered to active duty with the Regular Navy, his record of training duty is checked for complete data

and forwarded with his service record.

Page 11

Drill Attendance Record is another page used only by Naval Reserve Organized units. It must be kept up-to-date and retained in the service record at all times. At the end of each quarter an entry is made showing the date, organization where drills are attended, equivalent duty, and/or appropriate duty performed. The accuracy of this page is important to the Reservist's retirement credits.

Page 12

Desertion form combines in one page the desertion entry and the order to the disbursing officer to transfer the pay records to the deserters' roll. Upon return of a deserter to naval custody a copy of Page 12 is removed and retained in the BuPers files before the record is forwarded to the command. The original Page 12 remains a part of the service record.

Page 13

Administrative Remarks is used for all miscellaneous entries not recorded elsewhere in the service record. For example it may be used for more detailed information which may be required to qualify further entries made elsewhere in the record. Entries on this page accumulate until the page is filled except in case of transfer and receipt and as otherwise specified in BuPers Manual or other temporary instructions. This procedure ensures that copies of the more important entries are received in the Bureau soon after the occurrence and the less important entries are accumulated before forwarding.

Page 14

Record of Discharge or Release includes all information usually required for record purposes upon discharge, release from active duty, or death. It also provides an order to the disbursing officer to make all necessary credits and payments to close out the pay record. The accuracy of data in this form may have a marked effect on your future employment, veterans benefits and other matters which may represent money-in-pocket to you. It records amounts of payment of discharge gratuity, travel allowance and personal funds

A, B, C and P—sounds like the name of a railroad, doesn't it? It's not. It is a list of the four classes of Navy service schools. These schools were established to "assist the forces afloat by giving instruction



and training which, because of the time allowed and facilities available, can be more advantageously given ashore."

* * * *

Class A schools cover the groundwork for the majority of general service ratings and teach the technical qualifications required for POs third and second class. Length of courses



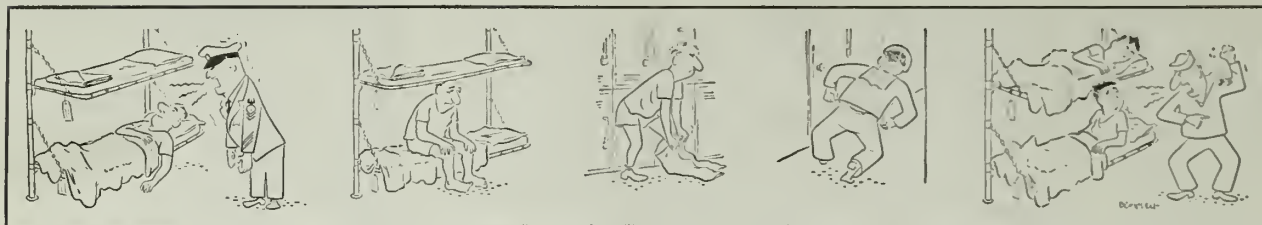
vary from nine to 44 weeks. Class B schools prepare men for the higher PO rates and teach "tech quals" for the POI and CPO rates.

* * *

Class C schools train students in particular qualifications or skills which do not cover the full requirements for a general service rating. Examples are the Camera Repair, Deep Sea Diving, and the



Air Conditioning-Refrigeration courses. Courses last from two to 25 weeks. To conduct airman training at a preparatory or basic training level is the job of the Navy's sole Class P school. Length—eight weeks. A common feature of each class of school: all the instructors are Nymen.



available. This form should not be confused with the following Page 15.

Page 15

Report of Separation from the Armed Forces of the United States, often referred to by its short title—DD Form 214—is the last of the required pages of your service record. Eight copies of this form are pre-

pared and distributed. The original is delivered to the individual with his Discharge Certificate. Number two copy is attached to the closed-out service record and forwarded to BuPers. For information on the distribution made of the remaining copies see Enclosure (A) to BuPers Circ. Ltr. 149-51 (NDB, 15 Sept. 1951).

In addition to the required pages, numbered 1 to 15, there are other pages which are of importance to you and your record, such as birth certificate, school certificates, citations and letters of commendation, that may accumulate in your record during your period of service. These papers will be returned to you at time of separation.

What happens to your record after you are discharged and it is forwarded to BuPers?

It is processed through certain offices in the Bureau and then is converted to your enlisted Jacket on file in the Bureau. The duplicates that have accumulated are replaced with the originals from your closed-out record. It takes approximately 60 days for it finally to reach the files after you are separated. It is retained for a certain period of time and then retired to an inactive status at the Naval Records Management Center located in Garden City, Long Island, N. Y.

It is "good business" for the Navy Department and you to know the contents of your service record and that it be kept complete and accurate. Navy regulations require commands to make an annual verification of service records on 1 September each year; and also, every time you are transferred from one permanent duty station to another, the receiving command checks your record. Executive officers will permit Navy men to check their records in the interest of personal verification of completeness and accuracy.

It must be remembered that the service record is the property of the Government and not of the individual. The inviolability of these records and the information they contain have long been recognized by the Navy Department in view of their confidential and personal information. Your division officer will help you arrange an opportune time for you to see your record under supervision.

Gas Turbine Replaces Piston Engine in Helicopter

The Navy's first gas turbine shaft powered helicopter, the experimental K-225, has been successfully tested in a series of flights at Bradley Field, Windsor Locks, Conn.

Engineers predict marked increases in helicopter performance due to savings in weight. The 'copter's gas turbine is half the weight of a comparable 500-pound piston engine installation and has the added advantages of mechanical simplification and maintenance.

The 175-horsepower turbine unit had previously undergone tests in

trucks and boats, but this was its first use in a helicopter.

Although similar in principle to the gas turbine used to power jet planes, the K-225 power plant installation differs in the application of power. Instead of using the velocity of exhaust gases for direct thrust, the power is used to turn the shaft of the rotor blades.

The turbine, unlike a piston engine, requires neither a centrifugal clutch nor a cooling fan. The turbine can operate on low-grade fuels, such as kerosene, as well as on high octane gasoline.



THRIFTY WHIRLYBIRD—The new engine, similar to one used on turbo-jet planes, will enable 'copter to fly on kerosene instead of high octane gas.

Latest on Living Conditions In Adak, Alaska, Brings Navyman Up to Date

A supplemental report on living conditions in Adak, Alaska, brings the Navyman up-to-date on conditions in that area.

Bring your car when ordered to this area, the report recommends.

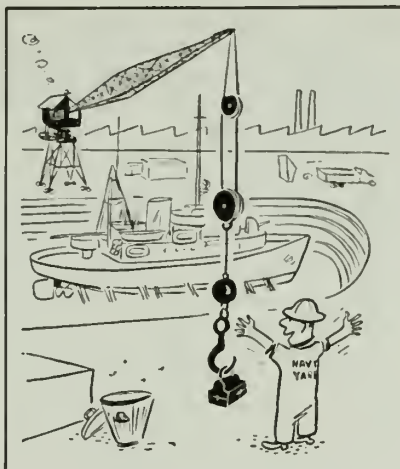
Automobiles — Transportation on Adak is at a premium. There are now 90 miles of roads, most of which are in good repair. Personnel receiving orders are encouraged to bring their vehicles. However, before shipment of vehicles, permission must be obtained from the naval station at Adak. Spare parts for car maintenance may be obtained by mail order. Busses on regular schedules cover all major parts of the station area.

Here are other special pointers on living conditions:

Housing—Waiting lists still prevail as housing is not yet immediately available. Dependents of personnel receiving orders to Adak are advised to remain at home until such time as they receive travel instructions from the Commandant, 13th Naval District. Houses on Adak are furnished with essential furniture; but personnel are advised to bring silverware, dishes, kitchen utensils, bedding, linens and curtains. Laundry and dry cleaning establishments are available for the convenience of all personnel. It must be noted that the cost of living is very high.

Education—Schooling from kindergarten through four years of high school is offered. Diplomas issued from the high school are acceptable in any college or university in the U. S. Courses not offered by the high school are furnished by correspondence from the University of Nebraska, Extension Division, and given under the supervision of accredited high school teachers. The school is new and is located near the new housing area. Transportation is furnished from all housing areas by school busses.

With the exceptions noted above, conditions at the Adak station covering climate, clothing, food, medical care, religion, etc., are essentially the same as last reported in the detailed summary appearing in *ALL HANDS*, February 1951, p. 38.



Promotion Points for USNR Officers on Active Duty

Naval Reserve officers who have served a tour of active duty in the present emergency have their promotion requirements outlined for them in a BuPers circular letter.

One promotion point for each full month of continuous active duty (not including active duty for training) served since 1 July 1950 will be granted Naval Reserve officers on active duty in Regular Navy billets and on active duty in connection with the Naval Reserve program.

In addition, 12 promotion points will be granted Naval Reserve officers on active duty for each year of satisfactory service completed.

Promotion points may be earned through correspondence courses taken while on active duty.

This action, as set forth in BuPers Circ. Ltr. 40-52 (NDB, 15 Mar 1952) and in NRMAL 13-52, was taken to enable Reserve officers who have served on active duty since 1 July 1950 and who have since been released to inactive duty, to meet the requirements for promotion outlined in NRMAL 11-51.

USN officers who accept a commission in the Naval Reserve after resignation from the Regular Navy will also be granted one promotion point for each full month of continuous active duty, as a USN or USNR officer, served after 1 July 1950.

The requirements for promotion as set forth in NRMAL 11-51 continue to apply as before to all Naval Reserve officers not on active duty.

BuPers Must Have Request of Former NavCads to Transfer To Regular Navy by 31 July

The program under which former naval aviation cadets who have been designated naval aviators may apply for transfer from USNR to the line of the Regular Navy is swinging into another year.

The latest increment in this program offers Regular commissions to Reserve officers who have been commissioned since 1 Oct 1950 and who, prior to 1 July 1952, will have completed not less than 18 months of continuous active commissioned service following completion of duty as a NavCad undergoing training.

On or about 9 Sept 1952—and every six months thereafter—a board will convene to select such USNR officers for transfer to the Regular Navy, as consistent with the needs of the service. Selection will be based upon information submitted in the application, the officer's records on file in BuPers 953A and forwarded via the applicant's reporting senior. Applications received after 31 July 1952 will not be considered.

Each candidate accepted will be issued a permanent commission as ensign with the same date of rank as that presently held. Officers serving in the temporary grade of lieutenant junior grade will be issued a temporary appointment in that grade, also with the same date of rank presently held.

Further information on applications and appointments is contained in BuPers Circ. Ltr. 70-52 (NDB, 30 Apr 1952).



"... belongs to the silent service. Do you think he'll ever propose?"

Line Officers on AD Now Eligible for HTA Training; Program Opened to Reservists

Qualifications for heavier-than-air flight training for commissioned line officers—ensigns and above—have been announced by BuPers Circ. Ltr. 43-52 (NDB, 15 Mar 1952).

The program has been broadened to include USNR officers on active duty. Previously, only USN officers were eligible for the training, which will lead to designation as naval aviators.

Officers are invited to submit applications for the training when they meet the following requirements:

- Hold a commission as a line ensign, or above, Regular or USNR.
- Be less than 26 years old at

time of submitting application.

- Have successfully completed a minimum of five semesters' undergraduate work—or its equivalent—at an accredited college or university. If no degree was granted, the officer must have been in good academic standing at the completion of his final semester's work.

- Be physically qualified and temperamentally adapted for the actual control of aircraft.

- Not have been previously separated from any flight training program of the Army, Navy or Air Force by reason of flight failure.

- Have attained not less than the following scores on the flight aptitude tests: ACT—"C"; MCT—"C"; FAR—"D."

- Execute a signed agreement not to resign for a period of two years after completion of flight training.

- USNR officers and officers originally appointed under the provisions of Public Law 729, 79th Congress, as amended, must agree to serve on active duty in the Regular Navy or Naval Reserve for a period of two years after completing flight training, unless released sooner.

Training Open For Duty In Special Weapons Project And Related Activities

Applications from Regular Navy and Reserve line officers with the necessary education or practical experience in ordnance, electronics, electricity or physics, are desired for assignment to the Armed Forces Special Weapons Project and related activities.

The normal tour of duty in this program is from two and one-half to three years. Officers selected for the special weapons project will receive a course of instruction—usually four to six months—at Sandia Base, Albuquerque, N. M. Specific assignments to duty will depend to a great extent on the obligated service remaining for the individual.

Briefly, the requirements and qualifications as outlined in BuPers Circ. Ltr. 81-52 (NDB, 15 May 1952), are:

- USNR officers must be college graduates and have had college physics and/or mathematics.

- Code 1100 USN officers with rank of lieutenant (junior grade) or ensign are not eligible to apply unless at the time of application they have had a minimum of one year sea duty.

- Code 1300 USN and USNR officers must have had a minimum of two years in an operating squadron.

- Officers who do not hold permanent commissions or rates in the Regular Navy must agree to serve a minimum of two years in the program after completion of the course. (It is not necessary that the officer's *present* rank be permanent.)

- USN officers who do hold permanent commissions or rates are not obligated to sign an agreement to remain in the program for a minimum period since normally no resignations are accepted. These officers will usually complete the full two and one-half to three years' tour of duty.

Applications for this study should be addressed to the Chief of Naval Personnel (Attn: Pers-B1115d). Officers, USN or USNR, should indicate any preference for this type duty on their Officer Data Cards (NavPers 340).

SONGS OF THE SEA

Blow, Bullies, Blow

*A Yankee ship comes down the river,
Blow, boys, blow!*

*A Yankee ship with a Yankee skipper,
Blow, my bully boys, blow!*

*How do you know she's a Yankee clipper;
Because her masts and yards shine like silver.*

*What do you think they'll have for dinner?
Why, monkeys' tails and bullocks' liver.*

*Oh, blow today and blow tomorrow,
Blow, boys, blow!*

*Oh, blow me down to the Congo River,
Blow, my bully boys, blow!*

—Old Sea Chantey.

Basic Diving Courses Open At Three Navy Schools

The Navy needs qualified applicants for its basic diving schools. Applicants for diving instruction must meet all special requirements and qualifications as outlined in BuPers Circ. Ltr. 83-52 (NDB, 15 May 1952).

To screen personnel for diving instruction at the Naval School, Deep Sea Diving; Naval School, Explosive Ordnance Disposal; Naval School, Salvage, and instruction at other activities authorized to train and qualify divers, applicants will be interviewed by a qualified diving officer to determine their aptitude for such duty.

Also, they must be physically examined to determine their fitness. Physically qualified candidates are given a recompression chamber test followed by a test dive in a diving suit. Past experience has repeatedly demonstrated, BuPers says, that if a man shows any reluctance or timidity in making this initial dive, he seldom if ever can become an acceptable diver.



**Latest Motion Pictures
Listed For Distribution
To Ships, Overseas Bases**

The latest 16-mm. feature movies available from the Navy Motion Picture Exchange Bldg 311, U. S. Naval Base, Brooklyn 1, N. Y., are listed here for the convenience of ships and overseas bases. Program number follows the title of each picture. Technicolor films are indicated by (T). Distribution began in May.

Ma & Pa Kettle at the Fair (907): Comedy; Marjorie Main, Percy Kilbride.

Rancho Notorious (908) (T): Melodrama; Marlene Dietrich, Mel Ferrer.

Deadline U.S.A. (909): Melodrama; Humphrey Bogart, Ethel Barrymore.

One Big Affair (910): Comedy; Evelyn Keyes, Dennis O'Keefe.

Belles on Their Toes (911) (T): Comedy; Jeanne Crain, Myrna Loy.

Battle of Apache Pass (912): Western; John Lund, Jeff Chandler.

The Fabulous Senorita (913): Comedy; Estelita Rodriguez, Robert Clarke.

San Francisco Story (914): Drama; Joel McCrea, Yvonne DeCarlo.

Macao (915): Melodrama; Jane Russell, Robert Mitchum.

Red Ball Express (916): Melodrama; Jeff Chandler, Alex Nicol.

Desert Pursuit (917): Melodrama; Wayne Morris, V. Gray.

Greatest Show on Earth (918): Drama; Betty Hutton, James Stewart.

Gobs & Gals (919): Comedy; Bernard Bros., Cathy Downs.

Mara Maru (920): Melodrama; Errol Flynn, Ruth Roman.

Captain Blood, Fugitive (921) (T): Adventure; Louis Hayward, Patricia Medina.

Captive City (922): Drama; John Forsythe, Joan Camden.

Aaron Slick from Punkin Crick (923) (T): Comedy; Dinah Shore, Alan Young.

The Winning Team (924): Melodrama; Doris Day, Ronald Reagan.

High Noon (925): Western; Gary Cooper, Grace Kelly.

The Wild North (926) (T): Melodrama; Stewart Granger, Wendell Corey.

Kansas Territory (927): Western, Bill Elliott, Peggy Stewart.

Two Old Sea Dogs Keep on Learning New Tricks

Good examples of Navymen who have wisely made use of their spare-time are found in Chief Radarman Jack A. Myrick, usn and Chief Dental Technician Harold C. Detling, usn. A master's degree in mathematics and a college teaching assignment looms in the near future for Chief Myrick. The chief has prepared for this by means of correspondence courses over a seven-year period.

Chief Detling now holds the degree of Bachelor of Laws and is authorized to practice law both in California and Washington, D.C. His studies were made at college evening classes during shore duty billets spread out through a 12-year period.

Mathematics is Myrick's specialty. After World War II service in Pacific Fleet attack transports, Chief Myrick relaxed and took a look at the educational opportunities offered by the U.S. Armed Forces Institute. Within a year he had completed enough USAFI correspondence courses to receive high school accreditation.

Two years of high school were behind Myrick when in 1931 he first enlisted in the Navy at Louisville, Ky. Fifteen years later, he received a high school diploma.

With this behind him, he started on a course of higher studies. He did correspondence work under the educational services program of the University of California. While working for his high school diploma, Myrick had taken general courses such as American history, physics and civics. In his higher studies he has stressed mathematics. Marks in his courses have been consistent "As", accompanied by the note: "with distinction."

Last year he completed his "twenty." Under existing policies, however, he is being retained on active duty. Not long ago, he wrote his adopted college (University of California at Los Angeles) that he would like to do on-campus work toward a master's degree. When school authorities examined his school record and saw the row of

"As", they sent a representative down to Myrick's duty station at the NAB, Coronado.

Chief Myrick learned that not only do school authorities want him to undertake graduate work in mathematics—they want him to take a position as assistant in the mathematics department when he returns from active naval service.

Now take the case of Lawyer-Chief Detling. His studies got off to an early start in the Navy, became bogged down during World War II and picked up soon after. One of his first duty stations was the San Diego Naval Hospital. Evenings he attended San Diego Junior College. Next he was stationed at the Mare Island Naval Hospital where he did night corpsman duty. Then he took parttime day courses at the University of California. For these studies he received two years of college credit.

He was able to "get with it again" in 1947 when he started a tour of shore duty at Washington, D.C. Within two years, concentrated night studies at George Washington University enabled him to put an "AA" after his name. Now an Associate in Arts, he had the necessary prerequisites for the law course.

These studies required long hours of Detling's off-duty time. As he puts it: "Classes—1800 to 2100; followed by home study each night and on weekends." This weekly pace he maintained for two years, his sights being set on a BA degree before his tour of shore duty expired. (These two years of high-pressure study offer a contrast to the six to eight years taken by most civilians similarly studying for a law degree.)

After two years, the degree of Bachelor of Laws was conferred upon him by the university. Within two months of the conferring date, he had successfully competed in examinations for admission to the bar of both California and Washington, D.C.

Upon the completion of his military service, Detling plans to enter private practice.

Additional Correspondence Courses Available

Successful completion of one or more *Enlisted Correspondence Courses*, applicable to your rating, can be a big aid in preparing to take that next examination for advancement in rating.

Here is a list of 29 more of these courses which are now available. Enlisted personnel, either on active or inactive duty, are eligible to take correspondence courses. Enrollment is entirely voluntary and all courses are issued without charge.

To obtain a complete listing of all correspondence courses, see the educational and information officer or training officer of your ship or station. He will give you a copy of the new *Catalog of Enlisted Correspondence Courses* (NavPers 91200) December 1951, and adding to that list the courses shown below as well as those published in ALL

HANDS, March 1952, p. 52, and May 1952, p. 51, you will have complete round up of the courses available. In most cases, however, applicants may enroll in only one course at a time.

Regular and Reserve personnel on active duty must forward applications via the commanding officer. Inactive Reservists should forward their applications via their unit commander or their commandant as appropriate. Application forms may also be obtained from your commanding officer or by writing to the district commandant.

All applications must be submitted on Form NavPers 977, *Enlisted Correspondence Course Application*, and forwarded to the U. S. Naval Correspondence Course Center, Bldg. RF, U. S. Naval Base Brooklyn 1, N. Y. Information on how to apply is in the catalog.

Title	NavPers	Applicable to following ratings
Aircraft Munitions	91637.....	AO, AOU, AOT, AOF
Aircraft Survival Equipment	91642.....	PR
Aviation Electrician's Mate, Vol. 2....	91611.....	AE, AEM, AEI
Builder 3	91583.....	BU, BUL, BUH
Builder 2	91584.....	BU, BUL, BUH
Chief Commissaryman	91443.....	CS, CSG, CSB, CSR
Driver 2	91574.....	CD
Electricity for Fire Controlmen and Fire Control Technicians, Vol. 1 ..	91326.....	FC, FCS, FCU, FT, IC
Fire Controlman 3, Vol. 2	91317.....	FC, FCS, FCU, FT
Fire Controlman 2, Vol. 1	91318.....	FC, FCS, FCU, FT
Fire Controlman 2, Vol. 3	91320.....	FC, FCS, FCU, FT
Flight Engineering	91632.....	AD, ADF
Gunner's Mate 1	91313.....	GM, GMM, GMT, GMA
Instrumentman 1	91384.....	IM, IMW, IMO, IMI
Lithographer 3	91472.....	LI, LIP, LIT
Lithographer 2	91473.....	LI, LIP, LIT
Mineman 2	91335.....	MN
Navy Editor's Manual	91456.....	JO
Photography, Vol. 1	91647.....	AF, JO, LI, LIP, LIT, PH, PHG, PHR, PHL, PHM
Radioman 3	91402.....	RM RMN, RMT, CT, CTI, CTS, CTY
Radioman 2	91403.....	RM, RMN, RMT, CT, CTI, CTS, CTY
Ship's Serviceman 1	91448.....	SH
Chief Ship's Serviceman	91449.....	SH
Chief Steward	91695.....	SD, SDG, SDS
Chief Storekeeper	91433.....	SK, SKG, SKT
Surveyor 3	91563.....	SV
Torpedoman's Mate 3	91300.....	TM, TMT, TME, TMS
Torpedoman's Mate 2	91302.....	TM, TMT, TME, TMS
Chief Torpedoman's Mate	91306.....	TM, TMT, TME, TMS

Reserve Dentists Who Had Active Duty Eligible for Regular Navy Commissions

Reserve dental officers under the age of 37 who are serving on active duty in the grades of lieutenant (junior grade) and lieutenant may apply for appointment in the Dental Corps, USN.

Requests for consideration should be forwarded as directed by BuPers Circ. Ltr. 75-52 (NDB, 15 May 1952), to the Chief of Naval Personnel (Attn: Pers-B6221), via the commanding officer. A special fitness report (NavPers 310) and a report of physical examination conducted by a formal Board of Medical Examiners must accompany each request.

Professional examinations are not required. The applicant's age and professional experience will determine selection and the grade of appointment. Normally the grade will be the same as that held in the Naval Reserve.

Line Officers Eligible for Freight Movement School

The Navy's school for the Cargo Handling Course for Supply Corps officers at Naval Supply Center, Oakland, Calif., has been redesigned. It is now known as U. S. Naval School, Freight Transportation, and Traffic Management.

In addition to SC officers, a limited number of line officers in grades of ensign to lieutenant commander can be accommodated for six months instruction in the freight transportation phase of the course. Since BuPers makes the selection of all line officers, applications are not desired.

Supply Corps officers in grades from ensign to lieutenant commander, however, should submit applications. The next class convenes 6 October. Applications should be received by the Chief of Naval Personnel (Attn: Pers-C1223) not later than 1 August.

Officers selected for this training should normally be due for a tour of shore duty by 6 October. They will be ordered on a permanent change-of-duty at the time of commencement of the course, as outlined in BuPers Circ. Ltr. 65-52 (NDB, 30 Apr 1952).

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands. NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 14—Carries an endorsement by SecNav of the Navy Relief Society and urges full support of the organization.

No. 15—Cancels flying exhibitions for Armed Forces Day because of necessity to conserve fuel during oil strike.

No. 16—Deletes sentence in Alnav 15 relating to possible resumption of flying schedules during Armed Forces Week.

No. 17—Concerns the waiver of right of appeal by the accused in a court martial.

No. 18—Gives the increased rates now in effect for basic pay and allowances for all members of the armed services.

No. 19—Reduces flying requirements for pilots due to oil shortage.

No. 20—Cancels Alnavs 13 and 15, but continues in effect Alnav 19, all of these directives relating to the conservation of aviation gasoline.

No. 21—Announces convening of a selection board to recommend for temporary promotion to rear admiral line captains with three or more years service in grade whose signal number is 652 or above on the list.

BuPers Circular Letters

No. 70—Gives procedure whereby certain Naval Reserve aviators may apply for transfer to the line of USN.

No. 71—Announces appointment (temporary, acting) of first class petty officers to chief petty officer.

No. 72—Contains information concerning claims to be filed under the War Claims Act of 1948, as amended by Public Law 303, to provide \$1.50 for each day WW II POWs were subjected to uncompensated forced labor or inhumane treatment.

No. 73—Gives additional information to be included on Forms NavPers 624 and NavPers 971.

No. 74—Makes a technical change in Naval Personnel Supplemental Regulations for Navy Recreation Funds.

No. 75—Requests applications from Naval Reserve dental officers serving on active duty as lieutenant (junior grade) and lieutenant for appointments to the Regular Navy.

No. 76—Contains a list of additional personnel, Navy and Marine, who are authorized to wear the Combat Distinguishing Device on the Legion of Merit, Bronze Star Medal and Commendation Metal Pendant.

No. 77—Authorizes wearing of a standard tie clasp by officers, warrant officers and chief petty officers and eliminates rating badges on khaki shirts for chief petty officers.

No. 78—Lists the eligibility requirements for courses in naval justice at the Naval School, Naval Justice, Newport, R. I., for officers and enlisted men.

No. 79—Established a deadline, 15 July 1952, for 1953 Rhodes Scholarships applications to reach BuPers.

No. 80—Describes courses of instruction being inaugurated to requalify salvage divers.

No. 81—Lists qualifications needed by officers who desire duty in the Armed Forces Special Weapons Project and related activities.

No. 82—Outlines documentation required of military personnel and dependents of military personnel who travel to Japan.

No. 83—Directs commands to screen carefully all applicants for diving school to see that they meet all requirements.

No. 84—Lists officers appointed from aviation midshipman, NROTC and college graduate courses who have been selected for retention in the Regular Navy.

No. 85—Contains information on a classified course.

No. 86—Directs that quartermaster personnel recommended for advancement shall have access to several visual communication training publications.

No. 87—Gives the procedure whereby enlisted men, other than Communications technicians, can request duty with the Naval Security Group.

No. 88—Announces the establish-

ment of a Mine Warfare Staff Officers Course at Yorktown, Va., and certain revisions in the advanced Mine Countermeasures Training Program.

No. 89—Points out that enlisted men would make financial arrangements for their dependents during first week of active duty or upon acquiring a new dependent.

No. 90—Contains administrative procedures for writing travel orders for enlisted personnel.

No. 91—Announces the establishment of a senior officers Introductory Course in Mine Warfare at the U. S. Naval School, Mine Warfare, Yorktown, Va.

No. 92—Announces the award of the Navy Unit Commendation to a small boat mine sweeping unit, Task Element 95.62, for operations at Wonsan, Hungnam and Songjin, Korea.

No. 93—Announces the distribution of the Officer Navy Job Classification Manual.

No. 94—Announces change in name to *Naval War College Review* of the *Information Service for Officers* and lists those eligible to receive this pamphlet.

No. 95—Gives the general procedures to be followed in ordering Naval Reserve personnel to active duty for training.

No. 96—Announces Regular Navy augmentation program and lists eligibility requirements for Naval Reserve and temporary USN officers.

No. 97—Sets up procedure whereby certain ensigns, USN, whose commissions normally would be revoked because they do not meet physical requirements may apply for duty as Special Duty Officers.

No. 98—Requests applications for appointment in the Regular Medical Corps from USNR medical officers on active duty in the grades of lieutenant (jg) and lieutenant.

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 9

1. (c) Combat or non-combat action.
2. (b) Bronze Star Medal.
3. (c) Aircraft gunners.
4. (a) Submarine insignia (embroidered).
5. (c) Baltimore class.
6. (a) Rochester (16 Sept 1944).

New Legislation and Action on Bills of Special Interest to Naval Personnel

Here is a round-up of the latest legislation during the second session of the 82nd Congress of interest to naval personnel.

This summary includes new bills introduced and any changes in status of other bills previously reported in this section. As usual, the summary includes congressional action covering generally the four-week period immediately preceding the date this issue went to press.

Veterans' Compensation — Public Law 356 (evolving from H. R. 4394) authorizes a five per cent increase in the rate of service-connected compensation for veterans of all wars who are less than 50 per cent disabled, and a 15 per cent increase for those who are more than 50 per cent disabled. The law also increases from \$60 to \$63 and from \$72 to \$75 the monthly non-service-connected pension available to old (65) or disabled veterans of World Wars I and II, and Korea.

Pension-Eligibility Income — Public Law 357 (evolving from H.R. 4387); raises the pension-eligibility income limitation for a veteran without dependents, or a widow without children, from \$1200 to \$1400. For a veteran with dependents or a widow with children, the limitation is raised from \$2600 to \$2700.

Korean Combat Pay — H. R. 7973: introduced; would provide for \$100 a month for officers and \$50 a month for enlisted men of the uniformed services during periods of combat duty. To be eligible under this bill (the latest in a number of bills to be introduced), a man would have to be a member of a "combat

unit" which has been placed in "substantial peril" by reason of being "engaged in actual combat on land" or by being "subjected to hostile ground fire in the course of rendering aid or assistance to a military unit which is engaged in combat" or by being a member of the crew of "any vessel while subjected to hostile fire or explosion in the course of any operation" or "any aircraft while subjected to hostile fire in the course of any operation."

Korean Veterans' G. I. Bill — H. R. 7656: passed by House; would provide vocational readjustment and restore lost educational opportunities to persons who served in the armed forces on or after 27 June 1950. The legislation extends to veterans of the Korean conflict the benefits provided veterans of World War II, including education and training (up to 36 months), home, farm and business loan credit assistance, old-age and survivor's insurance credits, mustering out payments (up to \$300) and employment assistance. Fourteen related bills have been introduced previously in both houses.

Marine Corps Strength—H.R. 2741 and S. 677: passed Senate with amendments; passed House with amendments and was sent to Senate-House conference committee to resolve the differences; to fix the personnel strength of the U. S. Marine Corps and to make the Commandant of the Marine Corps a permanent member of the Joint Chiefs of Staff. The Marine Corps would include four full-strength combat divisions, four full-strength air wings and such other land, aviation and other services as may be organic therein. The personnel strength of the Regular Corps would be maintained at not more than 400,000 men. The Commandant would be a consultant to the Joint Chiefs on all problems.

Reserve Officers — H. R. 7856: introduced; would make uniform the Reserve officer personnel policies of the armed services. The bill provides for the promotion, precedence, constructive credit, distribution, retention and elimination of officers of the Reserve components.

Disability Compensation — H. R. 7738: introduced; would increase certain rates of veterans compensa-

tion provided for specific service-incurred disabilities. Related bills previously introduced are H.R. 7783 and S. 3169.

Enrollment in USAFI — H. R. 7979: introduced; would allow certain persons who served in the armed forces after 27 June 1950 to purchase and pursue courses in the U.S. Armed Forces Institute within two years after discharge or release from active duty.

Cemetery Markers — H. R. 8055: introduced; to authorize the erection of appropriate Government headstones or markers in cemetery plots in memory of certain members of the armed forces who died while serving in overseas theaters of operations, and whose bodies have not been recovered or identified or have been buried at sea.

Restoration of USS Constellation—H.R. 7812: introduced; to provide for the restoration and maintenance of USS *Constitution* and to authorize disposition of USS *Constellation*, USS *Hartford*, USS *Olympia* and USS *Oregon*.

Women Medical Officers — H. R. 6288 and S. 2552: passed by Senate with amendments and passed by House without amendment; referred to Senate-House conference committee to consider differences. To authorize the appointment of qualified women as physicians and specialists in each of the medical services, under laws applicable to males, with certain exceptions.

Special Pay for Doctors—S. 3019: passed by Senate; to extend the application of special pay for doctors and dentists in the armed forces until June 1953. The Senate rejected amendments which would have reduced the amount payable. Related bills are H.R. 7976 and H.R. 7995.

Extension of Patents — H. R. 4413: passed by House; to amend the act providing for the extension of the term of certain patents of persons who served in the military or naval forces during World War II.

Extension of NSLI — S. 3108 and H.R. 7720: introduced; to extend National Service Life Insurance benefits to certain members of the armed forces who died in combat with the Japanese forces prior to 20 Apr 1942.



"You told me to bring a friend, so I brought my boy friend."

DECORATIONS & CITATIONS



NAVY CROSS

★ **MAGDA**, John J., LCDR, USN, (posthumously), CO of Fighter Squadron 191, attached to Carrier Air Group 19 on board *uss Princeton* (CV 37), 8 Mar 1951. Skillfully leading a daring strike against enemy installations at Tanchon, LCDR Magda braved intense hostile anti-aircraft fire to press home vigorous bombing and strafing runs. He gallantly continued to carry out the attack, after his aircraft was struck by enemy fire and burst into flames, destroying several gun emplacements and inflicting severe damage on nearby rail installations. With all his ammunition expended, he turned his burning plane seaward in an attempt to avert capture and the possible compromise of his aircraft. He was successful in reaching this final objective before his plane crashed into the sea.

★ **SERRANO**, Roberto, HM3, USN, attached to an assault platoon in the First Marine Division, 12 Sept 1951. Hearing the snap of the fuse primer as he accidentally tripped the wire of a well hidden anti-personnel mine just before reaching the side of a wounded Marine, Serrano unhesitatingly threw himself across the casualty and absorbed the shock of the explosion with his own body. Although severely wounded in the leg and back, and thrown several feet by the concussion, he crawled back to the casualty and administered first aid, steadfastly refusing medical attention for his own wounds until he had completed his task.



DISTINGUISHED SERVICE MEDAL

★ **HENDERSON**, George R., RADM, USN, Commander Task Force 77, in Korea from 5 May to 15 Aug 1951. RADM Henderson achieved distinctive success in maintaining the task force under his command at a high level of combat readiness and efficiency to exert continued and relentless pressure against the enemy. Under his supervision, the heavily-armed aircraft attached to the task force carriers provided effective close air support for friendly ground troops and carried out daring strikes which resulted in ex-

tensive damage upon the enemy and constant interdiction of their key communications system. By the alertness and vigor of his command throughout this period, the enemy's break-through was halted in May and their subsequent second Spring offensive was defeated.

★ **JUNKER**, Alexander F., CAPT, USN, Commander Military Sea Transportation Service, Western Pacific, from 5 June 1950, to 15 Nov 1951. CAPT Junker resolutely overcame the many complex problems involved in transporting hundreds of thousands of troops and millions of tons of necessary equipment and supplies for the successful prosecution of the action in Korea. During the period between July 1950, and April 1951, his command delivered over 70 per cent of the total worldwide deliveries of the entire MSTs. He planned, established and supervised the many new units of his command, meeting the numerous and varied needs for shipping during the required sealift, including the vital amphibious operations at Inchon, Iwon, Wonsan and Hungnam.



SILVER STAR MEDAL

★ **BAGALE**, John D., HM1, USN (posthumously), serving in a Marine Infantry Company, 17 May 1951.

★ **CARPENTER**, Vail P., BMC, USN serving in *uss Magpie* (AMS 25), 1 Oct 1950.

★ **COLE**, Charles W., ENS, USN, serving in *uss Brush* (DD 745), 26 Sept 1950.

★ **FREEMAN**, John B., SO1, USN, serving in *uss Brush* (DD 745), 26 Sept 1950.

★ **GRKOVIC**, Nicholas, LT, USN, then lieutenant (jg) and CO of *uss Kite* (AMS 22), 10 to 31 Oct 1950.

★ **HUNTER**, Walter, Jr., HM3, USN, serving in a Marine Reconnaissance Company, 28 Sept 1950.

★ **LINK**, Harry L., EN3, USN, serving in *uss Pledge* (AM 277), 12 Oct 1950.

★ **METHENY**, Thelbert L., BM1, USN, serving in *uss Brush* (DD 745), 26 Sept 1950.

★ **MISHLER**, Russell G., HN, USN (posthumously), attached to the First Marine Division, Reinforced, 25 Jan 1951.

★ **SWENSON**, David "H", Jr., LTJG, USN (posthumously), serving in *uss Lyman K. Swenson* (DD 729), 13 Sept 1950.

Gold star in lieu of second award:

★ **HUNTER**, Walter, Jr., HM3, USN, serving in a Marine Reconnaissance Company, 9 Nov 1950.



LEGION OF MERIT

★ **BENSON**, William H., CAPT, USN, assistant Chief of Staff for Operations, Intelligence and Plans for Commander Naval Forces, Far East, 20 July 1950, to 15 June 1951.

★ **CARSON**, Joseph M., CAPT, USN, CO of *uss Valley Forge* (CV 45), 10 Oct 1950, to 22 Mar 1951.

★ **DRAKE**, James P., CDR, USN, then lieutenant commander on staff of Commander Seventh Fleet, 27 June 1950, to 28 Mar 1951.

★ **HOOPER**, Posey A., CDR, USN, serving in *uss Philippine Sea* (CV 47), 5 Aug 1950, to 25 May 1951.

★ **HUGHES**, John N., Capt, USN, Commander Mine Squadron One, 10 to 31 Oct 1950.

★ **INGALLS**, Charles E., Jr., CDR, USN, serving in *uss Leyte* (CV 32), 8 Oct 1950, to 19 Jan 1951.

★ **INNIS**, Walter D., CAPT, USN, then commander serving in *uss Philippine Sea*, 8 Oct 1950, to 25 May 1951.

★ **JOLLY**, John C., CDR, USN, CO of *uss Endicott* (DMS 35), 10 to 31 Oct 1950.

★ **KELLY**, Samuel G., CAPT, USN, Commander Transport Squadron One, 4 to 26 Dec 1950.

★ **MACLELLAN**, John A., LCDR, USNR, senior officer of an Advanced Intelligence Team, 27 October to 12 Dec 1950.

★ **MILLER**, George H., CDR, USN, on staff of Commander Seventh Fleet, 7 Sept 1950, to 28 Mar 1951.

★ **MILLER**, Gerald E., LCDR, USN, attached to Commander Task Force 77, 24 Aug 1950, to 22 Mar 1951.

★ **MORRISON**, Charles H., Jr., CDR, USN, CO of *uss Doyle* (DMS 34), 10 to 31 Oct 1950.

★ **MOTTERN**, Robert E., LCDR, USN, on staff of Commander Task Force 77, 24 Aug 1950, to 22 Mar 1951.

★ **PFEIFER**, Carl F., CDR, USN, serving in *uss Valley Forge* (CV 45), 25 June 1950, to 22 Mar 1951.

★ **RIDDELL**, Robert S., CDR, USN, serving in *uss Valley Forge* (CV 45), 25 June 1950, to 22 Mar 1951.

★ **STEVER**, Elbert M., CDR, USN, serv-

★ DECORATIONS

ing in *uss Philippine Sea* (CV 47, 5 Aug 1950, to 25 May 1951.

* TEDDER, Fondville L., CAPT, USN, on staff of Commander Seventh Fleet, 31 July 1950, to 28 Mar 1951.

* WEINEL, John P., CDR, USN, serving in *uss Valley Forge* (CV 45), 10 Aug 1950, to 22 Mar 1951.

* ZAVADIL, Anthony P., Jr., CDR, USN, on staff of Commander Seventh Fleet, 27 June 1950, to 28 Mar 1951.

Gold star in lieu of second award:

* JARRELL, Albert E., CAPT, USN, Commander Transport Division 11, 3 to 24 Dec 1950.

* PRESSEY, George W., CAPT, USN, then commander and serving in *uss Missouri* (BB 63), 16 Sept 1950, to 28 Mar 1951.

* WALLER, Raymond R., CAPT, USN, Chief of Staff and Aide to Commander Seventh Fleet, 1 Aug 1950, to 28 Mar 1951.



DISTINGUISHED FLYING CROSS

* ARRIVEE, David A., LT, USN (posthumously), attached to Carrier Air Group 101, 21 June 1951.

* BARNES, Robert Q., ADC, USN, attached to Helicopter Squadron One, 29 November to 1 Dec 1950.

* GOLLNER, Joseph H., LTJG, USN (posthumously), serving in Fighter Squadron 54, 29 Oct 1951.

* KELLY, Raymond G., ENS, USNR (posthumously), serving in Fighter Squadron 54, 29 Oct 1951.

* MARKS, Kenneth R., HM2, USNR, attached to the First Marine Air Wing, 5 to 6 Dec 1950.

* MERO, William H., LTJG, USNR (posthumously), serving in Fighter Squadron 874, 30 Aug 1951.

* PURSLEY, Jimmy P., HM3, USN, attached to the First Marine Air Wing, 2 to 6 Dec 1950.

* ROBBINS, Fenton "B", LTJG, USN (posthumously), serving in Attack Squadron 702, 7 May 1951.

* RUPPENTHAL, Richard M., ENS, USN

(posthumously), serving in Fighter Squadron 192, 21 Apr 1951.

* SCHAEFER, Paul L., LTJG, USNR (posthumously), attached to Fighter Squadron 884, 29 May 1951.

* TEAGUE, Cordice I., LTJG, USN (posthumously), serving in Fighter Squadron 54, 6 Oct 1951.

Gold star in lieu of second award:

* LINDSEY, Richard A., LCDR, USN: Supply officer of *uss Rochester* (CA 124) during operations against enemy forces in the Korean area from 26 June 1950 to 17 Jan 1951.

Gold star in lieu of fourth award:

* SISTRUNK, Frank, LT, USNR (posthumously), serving in Fighter Squadron 54, 3 Sept 1951.



NAVY AND MARINE CORPS MEDAL

* BRANSON, Mallie W., BMC, USN, serving in *uss Purdy* (DD 734), 3 Oct 1951.

* NANCE, Rufus F., CHBOSN, USN, serving in *uss Bon Homme Richard* (CV 31), 23 July 1951.

* SEIG, James L., AB3, USN, serving in *uss Bon Homme Richard* (CV 31), 23 July 1951.

* SZYMANSKI, Andrew G., LTJG, USN, serving in Fighter Squadron 54, 7 Sept 1951.

* WEBB, Arthur J., LT, USN, attached to U.S. Naval Ammunition Depot, Hawthorne, Nevada, 1 Oct 1951.



BRONZE STAR MEDAL

* ALLEY, Murlin W., CDR, USN, serving in *uss Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

* ANDERSON, David E., Jr., HM2, USN, serving with a Marine Infantry Company, 16 Sept 1950.

* ANDERSON, George C., HMC, USN, serving in a Marine Infantry Regiment, 28 Nov 1950.

* ANDRESEN, Ray B., BOSN, USN, serving in *uss Osprey* (AMS 28), 10 to 30 Oct 1950.

* AUCLAND, Wallace B., LCDR, USN, serving in *uss Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

* BAILEY, John D., LT, USN, serving in *uss Gurke*, (DD 783), 13 to 15 Sept 1950.

* BAKER, Carl S., LCDR, USN, serving in *uss Leyte* (CV 32), 8 Oct 1950, to 19 Jan 1951.

* BALFOUR, Jay M., CHMACH, USN, serving in *uss Cacapon* (AO 52), 1 August to 28 Dec 1950.

* BATES, Elmer J., LT, USN, on staff of Commander Seventh Fleet, 7 Sept 1950, to 28 Mar 1951.

* BOGARDUS, Robert A., CDR, USN, serving in *uss Gurke* (DD 783), 13 to 15 Sept 1950.

* BOULEY, James N., QM1, USN, serving in *uss Kite* (AMS 22), 10 to 31 Oct 1950.

* BOYLE, James G. P., AO1, USN, serving in *uss Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

* BRUNEAU, Paul J., CDR, USN, serving in *uss Valley Forge* (CV 45), 25 June 1950, to 22 Mar 1951.

* BUNCE, Peris G., CDR, USN, on staff of Commander Carrier Division Three, 29 June to 19 Nov 1950.

* CAIN, John L., LCDR, USN, on staff of Commander Seventh Fleet, 20 Sept 1950, to 28 Mar 1951.

* CAPPARELLI, Armando, QMC, USN, serving in *uss Mocking Bird* (AMS 27), 10 to 31 Oct 1950.

* CAREY, Richard J., HM1, USN, serving in *uss Pirate* (AM 275), 12 Oct 1950.

* CARLSON, Arthur A., RD1, USN, serving in *uss Valley Forge* (CV 45), 25 June 1950, to 22 Mar 1951.

* CARPENTER, Cecil R., HN, USN, attached to First Marine Division, 25 Sept 1950.

* CARTER, Robert M., CHGUN, USN, serving in *uss Leyte* (CV 32), 8 Oct 1950, to 19 Jan 1951.

* CARTER, Williams S., RMC, USN, attached to staff of Commander Seventh Fleet, 27 June 1950, to 28 Mar 1951.

* CHIPMAN, Albion P., HM2, USN, attached to First Marine Division, 5 Dec 1950.

* CHONTOS, Richard V., HM3, USN, attached to *uss Henrico* (APA 45), 15 Sept 1950.

* COMPTON, Oliver D., CDR, USN, serving in *uss Valley Forge* (CV 45), 25 June 1950, to 22 Mar 1951.

* COOPER, Billy B., HM1, USNR (posthumously), attached to a Marine Infantry Company, 14 Sept 1951.

* COWLES, Jack R., LT, USN, on staff of Commander Carrier Division Three, 29 June 1 to 19 Nov. 1950.

* DANIS, John R., LTJG, USN, on staff of Commander Seventh Fleet, 27 June 1950, to 28 Mar 1951.

* DARAY, Jack L., Jr., LCDR, SC, USN, serving in *uss Badoeng Strait* (CVE 116), 5 Aug 1950, to 9 Jan 1951.

* DISPENNETT, Donald D., FN, USNR, serving in Task Element 95.62, 10 October to 5 Nov 1950.

* DOTY, Guy L., LT, USN, serving in *uss Henderson* (DD 785), 13 to 15 Sept 1950.

* DRUMMOND, Hezekiah, SN, USN, serv-



ing in Task Element 95.62, 10 October to 5 Nov 1950.

*DUNLAVEY, John C., MH3, USN, attached to Marine Headquarters and Service Company, 26 Sept 1950.

*DUPUIS, Raymond J., HM2, USN, attached to First Marine Division, 26 Sept 1950.

*EVERSON, John K., LT., USN, on staff of Commander Seventh Fleet, 27 June 1950, to 28 Mar 1951.

*FALCONER, Horace Wm., BM1, USN, serving in *uss Pirate* (AM 275), 14 August to 12 Oct 1950.

*FILIATRAULT, Alfred C., Jr., LT, USN, on staff Commander Seventh Fleet, 27 June 1950, to 28 Mar 1951.

*FLETCHER, Robert C., CDR, USN, on staff of Commander Carrier Division Three, 29 June to 19 Nov 1950.

*FORD, Orin N., Jr., LT, USN, serving in *uss Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

*GORMAN, Harold P., HM3, USN, attached to First Marine Division, 21 Sept 1950.

*GRANT, Kieran J., HM2, USN, attached to First Marine Division, 16 to 29 Sept 1950.

*GRAY, Milford, Jr., HN, USN, attached to Marine Infantry Company, 19 Sept 1950.

*GROSS, John W., LCDR, USN, serving in *uss Henderson* (DD 785), 13 to 17 Sept 1950.

*HARVEY, Chester L., CHBOSN, USN, serving in *uss Cacapon* (AO 52), 1 August to 28 Dec 1950.

*HENDRICKS, Richard L., BMC, USN, attached to *uss Conserver* (ARS 39), 17 Oct 1950.

*HODGE, Ferris G., CDR, DC, USN, serving in *uss Leyte* (CV 32), 8 Oct 1950, to 19 Jan 1951.

*HOSTETLER, Dean, HN, USN, attached to First Marine Division, 21 Sept 1950.

*HUDSON, Russell, Jr., ABC, USN, serving in *uss Valley Forge* (CV 45), 25 June 1950, to 22 Mar 1951.

*HUNT, William T., LCDR, USN, on staff of Commander Carrier Division Three, 20 June to 19 Nov 1950.

*HYSONG, Kenneth B., CDR, USN, chief staff officer, Commander Naval Beach Group One, 15 Sept 1950.

*JOHANSEN, Johnny M., LT, USN, serving in *uss Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

*JONES, Glyn, CDR, ChC, USN, attached to First Marine Division, 23 September to 1 Oct 1950.

*JONES, Granvil H., LCDR, USN, serving in *uss Badoeng Strait* (CVE 116), 30 July 1950, to 9 Jan 1951.

*KAYE, Alan J., LT, USN, serving in *uss Gurke* (DD 783), 13 to 15 Sept 1950.

*KLATT, William, CHMACH, USN,

serving in *uss Badoeng Strait* (CVE 116) 5 Aug 1950, to 9 Jan 1951.

*KLEIN, Chester L., LTJG, MC, USN, attached to First Marine Division, 15 September to 2 Nov 1950.

*KRANTZ, William F., LCDR, USN, serving in *uss Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

*KRATZMEIER, August F., SWC, USN, attached to Naval Construction Battalion Detachment 104, 15 Sept 1950.

*LAMPE, James S., LT, USN, serving as a member of an intelligence team, 26 October to 7 Dec 1950.

*LECHIAK, George, AB1, USN, serving in *uss Leyte* (CV 32), 8 Oct 1950, to 19 Jan 1951.

*LOFTIS, Raymond M., LT, USN, serving in *uss Henderson* (DD 785), 13 to 15 Sept 1950.

*LOUTZENHISER, Howard W., BT1, USN, serving in *uss Pirate* (AM 275), 12 Oct 1950.

*LOWMAN, Robert W., LT, USN, attached to *uss Perch* (SSP 313), October 1950.

*LYNN, Kane W., LCDR, USNR, on staff of Commander Seventh Fleet, 15 Sept 1950, to 28 Mar 1951.

*MACBAIN, Merle, CDR, USNR, on staff of Commander Seventh Fleet, 26 June 1950, to 26 Jan 1951.

*MARTINO, Michael F., HM3, USN, attached to First Marine Division, 21 Sept 1950.

*MAUPIN, Owen L., LCDR, USN, serving in *uss Valley Forge* (CV 45), 25 June 1950, to 22 Mar 1951.

*MAY, Herbert A., LT, USN, attached to staff, Commander Naval Beach Group One, 15 Sept 1950.

*MCCRACKEN, Gerald G., CD3, USN, attached to Naval Construction Battalion Detachment 104, 15 Sept 1950.

*MCDANIEL, William B., SN, USN, attached to *uss Henrico* (APA 45), 15 Sept 1950.

*MCDEVITT, Edward K., BM3, USNR, serving in Task Element 95.62, 10 October to 5 Nov 1950.

*MCGEE, William LT, USN, attached to *uss Conserver* (ARS 39), 17 Oct 1950.

*MCMAKIN, Paul J., HN, USN (posthumously), attached to a Marine Infantry Company, 3 Sept 1951.

*MCIPHERSON, James R., BM1, USN, serving in *uss Kite* (AMS 22) 10 to 31 Oct 1950.

*MERRITT, Clinton J., LCDR, USN, serving in *uss Cacapon* (AO 52), 1 August to 28 Dec 1950.

*MONROE, Robert R., ENS, USN, serving with Task Element 95.62, 1 to 22 Nov 1950.

*MORGAN, Richard A., AB2, USN, serving in *uss Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

*MORIARTY, Joseph E., CHGUN, USN,

serving in *uss Valley Forge* (CV 45), 25 June 1950, to 22 Mar 1951.

*MORING, Jerrell D., HM2, USN, attached to First Marine Division, 12 to 20 Sept 1950.

*MUENCH, Arthur, LT, USN, serving in *uss Sicily* (CVE 118), 3 August 1950, to 7 Jan 1951.

*NEWELL, James H., CDR, USN, on staff of Commander Seventh Fleet, 20 Sept 1950, to 28 Mar 1951.

*O'DOWD, William T., Jr., CDR, USN, on staff of Commander Carrier Division Three, 1 August to 19 Nov 1950.

Gold star in lieu of second award:

*CHEATHAM, Benjamin B., CAPT, USN, on staff of Commander Seventh Fleet, 31 July 1950, to 28 Mar 1951.

*CHERBAK, Alfred A., LCDR, USN, on staff Commander Seventh Fleet, 27 June 1950, to 28 Mar 1951.

*CHAVEN, John H., LCDR, ChC, USN, serving with the First Marine Division, 23 September to 1 Oct 1950.

*FARRIN, James M., Jr., CAPT, USN, on staff of Commander Naval Forces, Far East, 13 Aug 1950 to 29 May 1951.

*FREDERICKS, Edward H. C., CDR, USN, serving in *uss Badoeng Strait* (CVE 116), 5 Aug 1950, to 9 Jan 1951.

*HARPER, Harry J., HM, USN (posthumously), attached to First Marine Division, 2 Nov 1950.

*THOMPSON, Floyd T., CDR, USN, on staff of Commander Seventh Fleet, 21 Sept 1950, to 28 Mar 1951.

*TITUS, Jack C., CDR, USN, on staff of Commander Seventh Fleet, 14 Aug 1950, to 28 Mar 1951.

Gold star in lieu of third award:

*GRANT, James D., CAPT, USN, on staff of Commander Seventh Fleet, 15 July 1950, to 28 Mar 1951.

*LUNDGREN, Oscar B., CDR, USN, Commander Task Unit 95.69.1, 1 to 22 Nov 1950.



"Lookout to bridge—request permission to be relieved."

BOOKS: GOOD SUMMER READING IN FACT AND FICTION

MID-SUMMER READERS will find history, fiction and mystery books on the shelves of their ship and station libraries. Here are reviews of some of the latest books selected for Navymen by the BuPers library branch:

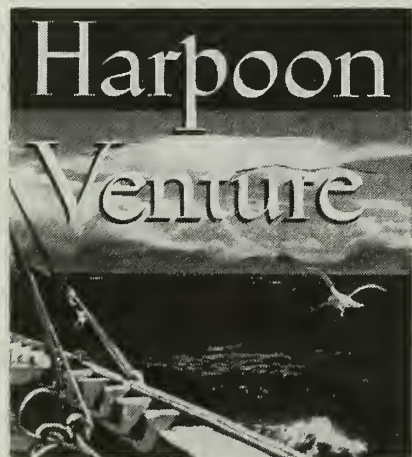
* * *

• *History of Marine Corps Aviation in World War II* by Robert Sherrod; Combat Forces Press.

According to the author, this book honors "the one percent of the U.S. armed forces who served in Marine Corps aviation in World War II." Mr. Sherrod began the volume as a "six months' project" and spent more than three years completing his task.

The work starts off with a discussion of the beginnings of USMC aviation and the period of development between world wars. Most of the chapters however, are devoted to detailed discussions of individual World War II campaigns such as Wake, Midway, Okinawa, the Philippines, and Iwo Jima.

This is an absorbing book, thoroughly documented. There are many personal anecdotes sprinkled throughout. While definitely not a book for the "light reader," it should appeal to all who participated in the campaigns involved. It will also be of interest to the general reader who wants a better picture of the Pacific operations.



ISLE of Soay can be seen in the background of this photo, taken from one of Maxwell's fishing vessels.

• *Harpoon Venture*, by Gavin Maxwell; The Viking Press.

Here's a story of what is believed to be the first and only attempt to set up a business hunting the basking shark — second largest fish in the world — for commercial purposes.

At the end of the World War II, Major Maxwell purchased the island of Soay in the Hebrides and began his hazardous four-year adventure.

Catching the basking shark proved to be quite a task, for the basking shark is quite a fish. It is described as being "as large as a London bus" — sometimes 40 or more feet long. It weighs several tons. Maxwell soon found that ordinary whaling harpoons merely crumple against the horny hide like a corkscrew bent double. He learned that 300 rounds from a Breda machine gun might as well have been BB shots.

So Maxwell designed special harpoons. He experimented with different types of harpoon guns. He tried out various vessels.

All too often the harpoon would be fired at a shark with discouraging results. The weapon would strike home and the line would streak out like greased lightning. The vessel would be towed along by the sea monster as men struggled for hours, trying to catch the fish. Then the line might snap. Or the shark might sound, hit bottom, roll over and snap off the harpoon. Or, even worse, the harpoon might simply slip out.

Eventually, the men became rather proficient in their new-found art. They captured many sharks. Unfortunately, however, the project ended in financial failure.

Maxwell's way of writing his personal narrative makes this an excellent book. It offers good adventure and plenty of color. It's illustrated.

* * *

• *Matador*, by Barnaby Conrad; Houghton Mifflin Company.

This is the story of Pacote's last bullfight. At 29, the renowned matador has decided to retire to his ranch and enjoy the fortune he has amassed at the expense of blood, energy and spirit.

During his reign as "number

one," Pacote has savored the idolatry of millions. He has also acquired a taste for liquor and a certain woman — neither of which adds much to his bullfighting ability.

At the time of his last fight, Pacote is drunk. He manages to dress in his ornate costume, however, and makes it to the bullring. Delaying his participation as long as possible, he finally begins his slow, solemn, arrogant walk toward the bull. Pacote falls flat on his face. As he tries to rise, the onrushing bull, although diverted by a banderilla's cape, knocks Pacote unconscious.

The great one recovers sufficiently to make another appearance but the crowd is displeased with the showing of the "maestro" — particularly in the light of the brilliant exhibition of young Tano Ruiz. Pacote is jeered. The audience begins to leave the bullring. Desperate, Pacote orders the huge, substitute bull sent in. Then, the number one matador of his day treats his audience to a bullfight it could never forget.

The author spent several years in Spain and studied bullfighting under the great Juan Belmonte. His personal experience in the bullring add immeasurably to the authenticity of his second novel. While the theme is somewhat trite, the book is well written and should make for interesting hot weather reading.

* * *

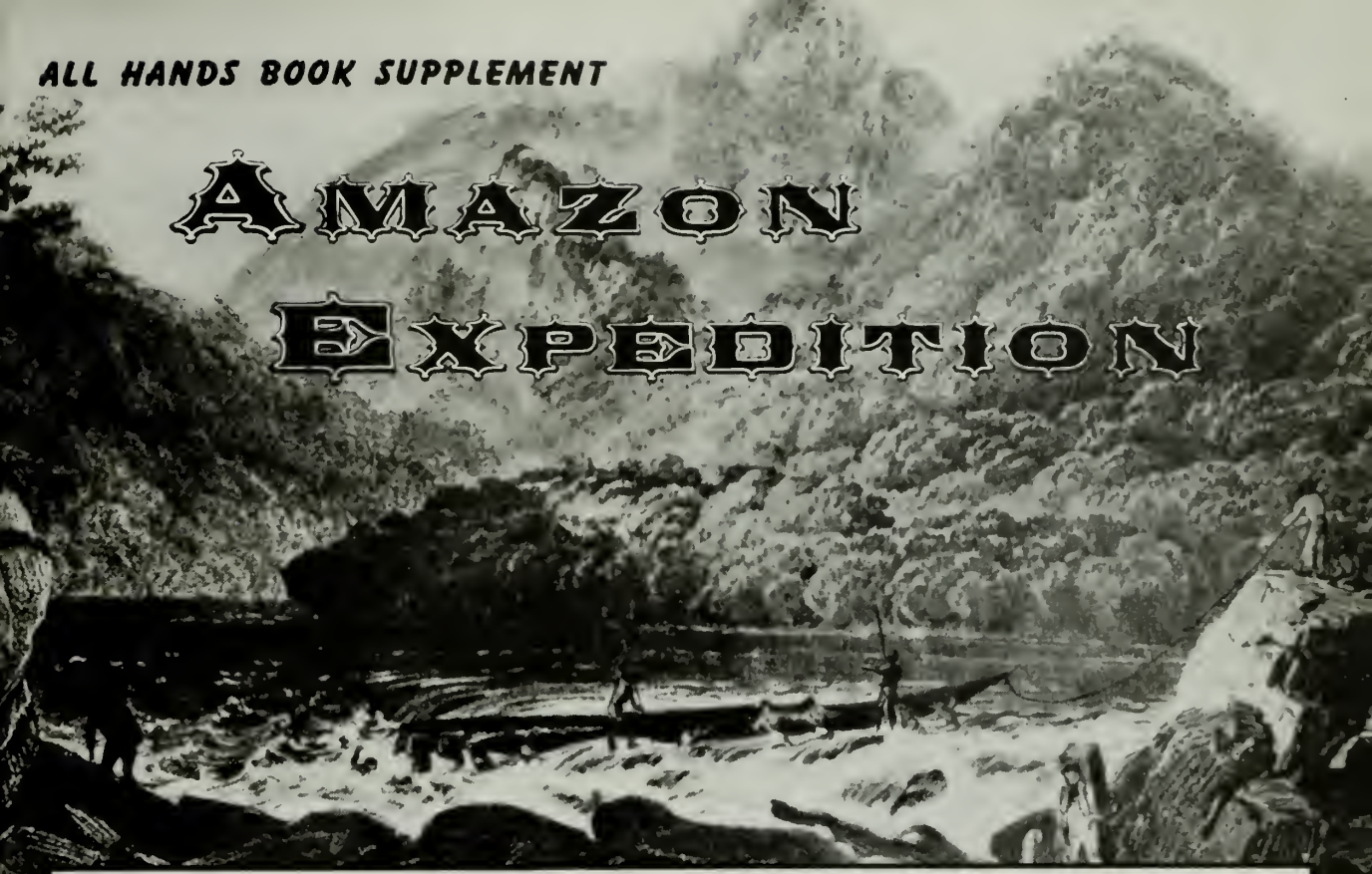
• *The Shining Tides*, by Win Brooks; William Morrow and Company.

A summer in Cape Cod is a fine summer, most people say — especially those who normally live in climates where summers are hot and sticky. Mr. Brooks' novel about Cape Cod and "typical" Cape Cod people therefore comes at an opportune time.

This is the story of Father O'Meara, a priest with a love of fishing, and Whitcomb Sears, an old fisherman who likes to talk about a past that never existed. It is also the story of Clystie Harrow, actress, Jeff Maddox, Coast Guardsman, and — of course — Cal Knight.

Mr. Brooks, himself a striped-bass fisherman, has fashioned a good little yarn out of the lives of these people. Although Brooks admits having taken a few liberties with the countryside — such as founding a new town and creating a new river — the resultant book has an air of authenticity. You should enjoy it.

AMAZON EXPEDITION



FROM PACIFIC TO ATLANTIC: 1851

A young Navy lieutenant, William Lewis Herndon, USN, tells in his own words how he explored single-handedly the entire course of the Amazon River from its source deep in Peru to its mouth in the Atlantic 4,000 miles to the east. This account is from Herndon's book, "Exploration of the Valley of the Amazon."

It was an age of exploration and the U. S. Navy was playing an important role in sending expeditions to the far corners of the globe. Lieutenant John P. Gillis had headed an astronomical expedition to Chile; Lieutenant William F. Lynch had been dispatched to explore the Red Sea; Commander John Rodgers had voyaged to the north to explore the Bering Straits, and Lieutenant Isaac G. Strain had done a similar job on the Isthmus of Darien off the Manchurian coast.

A similar expedition down the Amazon was particularly timely in 1851 because only a short time before the Emperor of Brazil had thrown the mighty river open to steam navigation. The U. S. was quite naturally interested in the trade possibilities along the Amazon's banks.

It is against this background that the Navy ordered Lieutenant William Lewis Herndon to undertake his expedition, part by mule, the rest by boat, across the towering Andes and down the Amazon. The following supplement, abridged and freely arranged, is taken from Lieutenant Herndon's account of his expedition, Exploration of the Valley of the Amazon.

ATTACHED to the U. S. ship *Vandalia*, of the Pacific Squadron, lying at anchor in the harbor of Valparaiso, in the month of August, 1850, I received a communication from the Superintendent of the National Observatory informing me that orders to explore the Valley of the Amazon would be sent me by the next

steamer. [I then proceeded to Lima and arrived] on the 6th of February, 1851. On the 4th of April, 1851, Lardner Gibbon of the Navy arrived at Lima and delivered me my orders from the Navy Department:

Navy Department, February 15, 1851

SIR: The department is about to confide to you a most important and delicate duty. The government desires to be put in possession of certain information relating to the valley of the river Amazon, in which term is included the entire basin, or watershed, drained by that river and its tributaries. This desire extends not only to the present condition of that valley, with regard to the navigability of its streams, but also to its capacities for cultivation and to the character and extent of its undeveloped commercial resources, whether of the field, the forest, the river, or the mine.

You will, for the purpose of obtaining such information, proceed across the Cordillera and explore the Amazon from its source to its mouth. Passed Midshipman Lardner Gibbon, a prudent and intelligent officer, has been selected to accompany you on this service, and is instructed to report accordingly. This, together with a few instruments necessary for such an expedition, will be delivered to you by him. Being joined by him, you will commence to make such arrangements as may be necessary for crossing the Andes and descending the Amazon; and having completed them, you will

AMAZON EXPLORATION : 1851

then proceed on your journey without orders.

Wishing you a pleasant journey and a safe return to your country and friends,

I am, respectfully, your obedient servant,

WILL. A. GRAHAM

As the choice of route was thus left to my discretion, this, in connection with the best and most efficient mode of carrying out my instructions, became an object of much consideration with me. Two interesting routes presented themselves through this country: one by the river Mamoré and the other by the river Beni, a tributary of the Madeira, which is one of the main branches of the Amazon.

I was so much impressed with the importance of this latter route that I determined to take the responsibility of dividing the party, and did so, furnishing Mr. Gibbon with a set of written instructions and verbally calling his attention to the river Beni.

While I gave my own personal attention to the countries drained by the Upper Marañon and its tributaries, Mr. Gibbon might explore some, and gather all the information he could, respecting others of the Bolivian tributaries of the Amazon.

I fixed upon the 20th of May as the day of departure, and Mr. Gibbon and I set about making the necessary preparations. I engaged the services of Don Manuel Ijurra, a young Peruvian who had made the voyage down the Amazon a few years before, as interpreter. Capt. Gauntt, of the frigate *Raritan*, then lying in the harbor of Callao, was kind enough to permit a young master's mate from his ship named Richards to sign up with our party, besides supplying me with carbines, pistols, ammunition, and a tent. Capt. Magruder, of the *St. Mary*, another ship in the harbor, also offered me anything that his vessel could supply.

Our purchases were four saddle-mules, young, sound, and well bitted, out of a drove just in from the mountains. As they were from the mountains, and their hoofs were round, sound, and apparently as hard as iron, we decided not to shoe. We also purchased about a thousand yards of coarse cotton cloth, made in the mills at Lima and put up for mountain travel in bales of half a mule-load, hatchets, knives, tinderboxes, fish-hooks, beads, looking-glasses, cotton handkerchiefs, ribbons, and cheap trinkets, which we thought might take the fancy of the Indians and purchase us services and food when money would not. These things were also put up in boxes of the same size and shape, and each equal to half a mule-load. Our trunks were arranged in the same way, so that they might be lashed one on each side of the mule's back, with an India-rubber bag (also obtained from the *Raritan*), which carried our bed-clothes, put on top in the space between them. Such small, incongruous articles as our pots and pans for cooking, our tent and particularly the tent-pole, which was carried fore and aft above a cargo and which, from its length, was poking into everything and constantly getting awry, gave us more trouble than anything else.

Our bedding consisted of the saddle-cloths, a stout blanket, and anything else that could be conveniently packed. An Englishman from New York, whom I met in Lima, gave me a soft coverlet made of the skins of a kind of racoon, which served me many a good turn.

We had the mules fitted with the heavy, deep-seated

box saddles of Peru. I believe the English saddle would be much more comfortable, but it would be almost impossible with these to preserve the skin of the mule from chafe. Our guns, in leathern cases, were slung to the crupper, and the pistols carried in holsters, made with large pockets, to carry powder-flasks, percussion caps, and specimens that we might pick up on the road. A small box of instruments for skinning birds and dissecting animals; a medicine chest, containing among other things some arsenical soap for preserving skins; a few reams of coarse paper for drying leaves and plants; chart paper in a tin case; passports and other papers, also in a tin case; note-books, pencils, &c., completed our outfit. A chest was made, with compartments for the sextant, artificial horizon, boiling-point apparatus, camera lucida, and spy-glass. The chronometer was carried in the pocket, and the barometer, slung in a leathern case made for it, at the saddle-bow of Mr. Gibbon's mule.

On the 15th of May I engaged the services of an *arriero*, or muleteer. He engaged to furnish beasts to carry the party and its baggage from Lima to Tarma at ten dollars the head, stopping on the road wherever I pleased, and as long as I pleased, for that sum.

I directed him to bring the mules to the hotel door on the 20th. Upon his finding that this was a Tuesday, he demurred, saying that it was an unlucky day and that no *arriero* was willing to start on that day, but that Monday was lucky, and begged that I would be ready by then. This I could not do. So we waited until Wednesday, the 21st of May. Then we loaded up, though I had to cajole the old fellow to take on all the baggage, which he represented to be too much for his beasts.

After a hard morning's work in drumming up the Peruvian part of the expedition (these people have not the slightest idea that a man will start on a journey on the day he proposes), the party, consisting of myself, Mr. Gibbon, Mr. Richards, Mr. Ijurra, Mauricio, and Indian, and the *arriero*, Pablo Luis Arrendondo, with seven burden-mules, defiled out by the Gate of Marvels (*Puerta de Maravillas*) and took the broad and beaten road that ascends the left bank of the Rimac.

(Heading into the hills, Lieutenant Herndon and his plodding pack train picked their way through the well-tilled fields of the uplands, then through increasingly narrow valleys up to the peaks and the town of Tarma. Here, Mr. Richards, the young master's mate from the Raritan became ill with veta, sickness caused by rarity of the atmosphere, and had to turn back. Moreover, just outside Tarma, on a narrow mountain path, Midshipman Gibbon ran into some unexpected trouble.)

At one place on the road we met with a considerable fright. We were riding in single file along one of its many narrow ascents, where the road is cut out of the mountain side, and the traveller has a perpendicular wall on one hand and a sheer precipice of many hundreds of feet upon the other. Gibbon was riding ahead. Just as he was about to turn a sharp bend of the road, the head of a bull peered around it, on the descent. When the bull came in full view, he stopped. We could see the heads of other cattle clustering over his quarters and hear the shouts of the cattledrivers, far behind, urging on their herd. I happened to be abreast of a

slight natural excavation, or hollow, in the mountain side. Dismounting, I put my shoulder against my mule's flank and pressed her into this friendly retreat, but I saw no escape for Gibbon, who had passed it. The bull, with lowered horns and savage, sullen look, came slowly on, and actually got his head between the perpendicular rock and the neck of Gibbon's mule. I felt a spasm of agony, for I thought my companion's fate was sealed. But the sagacious beast on which he was mounted, pressing her haunches hard against the wall, gathered her feet close under her and turned as upon a pivot. This placed the bull on the outside (there was room to pass, though I did not believe it), and he rushed by at the gallop, followed in single file by the rest of the herd. I cannot describe the relief I experienced. Gibbon, who is as gallant and fearless as man can be, said, "It is of no use to attempt to disguise the fact—I was badly scared."

(It was here too that Lieutenant Herndon and Midshipman Gibbon parted. Herndon turned north, while Gibbon headed south where he crossed over into Bolivia and began his own descent of the Amazon using a different tributary. The two men didn't see each other until two years later, when they met in Washington, D. C.)

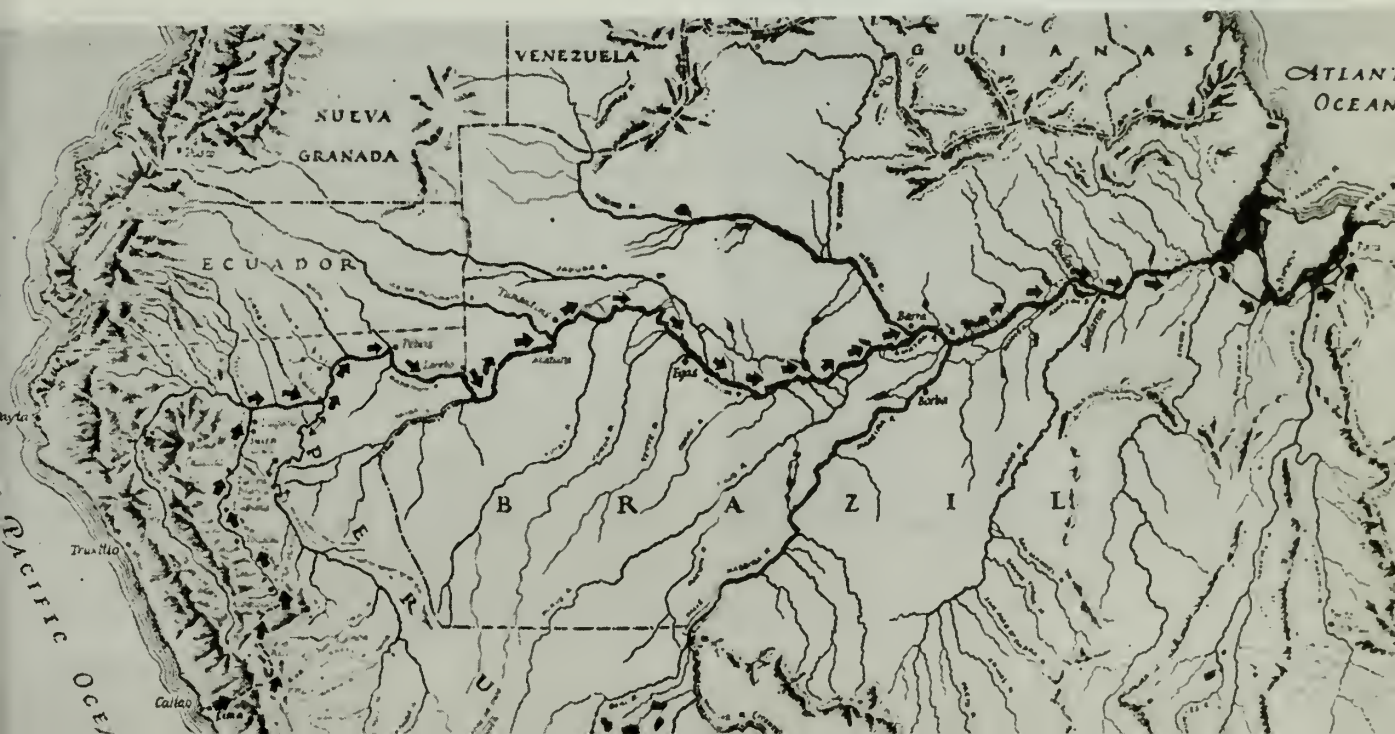
After nearly a month's more trek through the towering Andes, Lieutenant Herndon and his little band arrived at a village named Tingo Maria, on the banks of the Huallaga River, where they were to pick up boats to continue the trip.)

August 2. Tingo Maria is a prettily-situated village, of forty-eight. The pueblo is situated in a plain on the left bank of the river, which is about six miles in length and three miles in its broadest part, where the mountains back of it recede in a semi-circle from the river. The height above the level of the sea is two thousand two hundred and sixty feet. The productions of the plain are sugar-cane, rice, cotton, tobacco, indigo, maize, sweet potatoes, yuccas and *sachapapa* (potato of the woods) the large, mealy, purple-streaked tuberous root of a vine, in taste like a yam, and very good food. The woods are stocked with game such as *pumas*, or American Tigers; deer; peccary, or wild hog; *ronsoco*, or river

hog; monkeys, &c. For birds there are several varieties of *Curassow*, a large bird, something like a turkey, but with, generally, a red bill, a crest, and shining blue-black plumage; a delicate *pava del monte*, or wild turkey; a great variety of parrots; large, black, wild ducks; and cormorants. There are also rattlesnakes and vipers.

I saw here, for the first time, the blow-gun of the Indians, called, by the Spaniards, *cerbatana*: by the Portuguese of the river, *gravatana*; and by the Indians, *pucuna*. It is made of any long straight piece of wood, generally of a species of palm called *chonta*—a heavy, elastic wood, of which bows, clubs, and spears are also made. The pole or staff, about eight feet in length and two inches in diameter near the mouth end, tapering down to half an inch at the extremity, is divided longitudinally; a canal is hollowed out along the center of each part, which is well smoothed and polished by rubbing with fine sand and wood. The two parts are then brought together, nicely wound with twine, and the whole covered with wax, mixed with some resin of the forest to make it hard. A couple of boar's teeth are fitted on each side of the mouth end, and one of the curved front teeth of a small animal resembling a cross between a squirrel and a hare is placed on top for a sight. The arrow is made of any light wood, generally the wild cane, or the middle fibre of a species of palm-leaf, which is about a foot in length and of the thickness of an ordinary match. The end of the arrow, which is placed next to the mouth, is wrapped with a light, delicate sort of wild cotton which grows in a pod upon a large tree and is called *huimba*. The other end, very sharply pointed, is dipped in a vegetable poison prepared from the juice of the creeper, called *bejuco de ambibusasca*, mixed with *aji*, or strong red pepper, *barbasco*, *sarnango*, and whatever substances the Indians know to be deleterious.

The marksman, when using his *pucuna*, instead of stretching out the left hand along the body of the tube, places it to his mouth by grasping it, with both hands together, close to the mouth-piece, in such a manner that it requires considerable strength in the arms to hold it out at all, much less steadily. If a practised

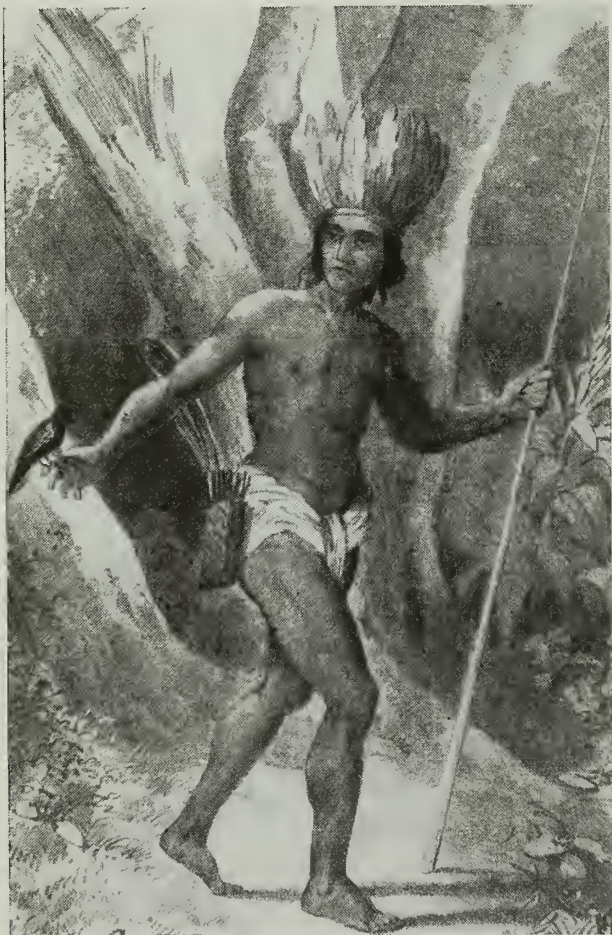


AMAZON EXPLORATION : 1851

marksman, he will kill a small bird at thirty or forty paces.

(Reaching the river, which would take him the remainder of his journey through the jungle, Lieutenant Herndon got his first taste of travel in a native canoe.)

We had two canoes, the largest about forty feet long by two and a half feet broad. Each was hollowed out from a single log, and manned by five men and a boy. They are conducted by a *puntero*, or bowman, who looks out for rocks or sunken trees ahead; a *popero*, or steersman, who stands on a little platform at the stern of the boat and guides her motions; and the *bogas*, or rowers, who stand up to paddle, having one foot in the bottom of the boat and the other on the gunwale. When the river was smooth and free from obstructions, we drifted with the current, the men sitting on the trunks and boxes, chatting and laughing with each other; but, as we approached a *mal-paso*, their serious looks and the firm position in which each one planted himself at his post showed that work was to be done. I felt a little nervous at first, but when we had fairly entered the pass, the rapid gesture of the puntero, indicating the channel; the elegant and graceful position of the popero, giving the boat a broad sheer with the sweep of his long paddle; the desperate exertions of the bogas;



HUNTER—This Zaparo Indian is typical of the many seen by the author on his trip along the Amazon River.

the railroad rush of the canoe; and the wild, triumphant, screaming laugh of the Indians, as we shot past the danger, made a scene that was much too exciting to admit of any other emotion than that of admiration.

(A month later, the explorer had moved down the Huallaga to the village of Laguna where he replaced his boats and boat-crews with new boats and fresh crews which would take him down the mighty Amazon itself.)

We got off at a quarter past nine this morning; the merchants at the same time. We made quite a haul upon the population of Laguna, carrying off about seventy of its habitants.

The river upon which we now entered is the main trunk of the Amazon, which carries its Peruvian name of Marañon as far as the Brazilian frontier; below which, and as far as the junction of the Rio Negro, it takes the name of Solimões; and thence to the ocean is called Amazon. It is the same stream throughout, and, to avoid confusion, I shall call it Amazon from this point to the sea.

The march of the great river in its silent grandeur was sublime, but in the untamed might of its turbid waters, as they cut away its banks and tore down the gigantic denizens of the forest, it was awful. I was reminded of our Mississippi at its topmost flood. The waters are quite as muddy and quite as turbid, but this stream lacked the charm and the fascination which the plantation upon the bank, the city upon the bluff, and the steamboat upon its waters lends to its fellow of the North; nevertheless, I felt pleased at its sight. I had already travelled seven hundred miles by water, and fancied that this powerful stream would soon carry me to the ocean; but the water-travel was comparatively just begun; many a weary month was to elapse ere I should again look upon the familiar face of the sea; and many a time, when worn and wearied with canoe life, did I exclaim, "This river seems interminable!"

(Mile after mile, through waters infested with alligators, Herndon added to his log, collecting notebooks-full of data as he went. In order to cover as much territory as he could, he even made a side voyage down a tributary of the Amazon, the Ucayali, as far as Sarayacu. By December 2, he had arrived at Loreto on the main river.)

Loreto is situated on an eminence on the left bank of the Amazon having a large island in front. The river is three-fourths of a mile wide and has one hundred and two feet of depth in mid-stream with three miles the hour of current. The soil is a light-colored, tenacious clay, which, in time of the rains, makes walking almost impossible, particularly as there are a number of cattle and hogs running about the village and trampling the clay into mire.

We left Loreto two days later. I had purchased a boat at Nauta and had flown an American flag over it. I have been told that I probably would not be allowed to wear it in the waters of Brazil. But when the boat was desecrated at Tabatinga the Brazilian flag was hoisted at that place, and when I landed, which I did dressed in uniform, I was received by the commandant, also in uniform, to whom I immediately presented my Brazilian passport.

As soon as my rank was ascertained (which appeared to be that of a captain in the Brazilian army), I was

saluted with seven guns. The commandant used much stately ceremony towards me, but never left me a moment to myself until he saw me safely in bed on board my boat.

January 5. At 3 A.M. we passed a rock in the stream called Calderon, or Big Pot, from the bubbling and boiling of the water over it when the river is full. We could hear the rush of the water against it, but could not see it on account of the darkness of the night. We stopped two hours to breakfast and then drifted with the current broadside to the wind (our six men being unable to keep the boat "head to it") until four, when the wind went down. At five we entered the Rio Negro. The right bank at the mouth is broken into islands and the black water of the Negro runs through the channels between these islands and alternates in patches (refusing to mingle) with the muddy waters of the Amazon. The entrance is broad and superb. It is far the largest tributary of the Amazon I have yet seen, and I estimate its width at the mouth at two miles.

There has been no exaggeration in the description of travellers regarding the blackness of its water. It well deserves the name of Rio Negro. When taken up in a tumbler, the water is a light-red color like a pale juniper water, and I should think it colored by some such berry. An object immersed in it has the color, though wanting the brilliancy, of red Bohemian glass. It may have been fancy, but I thought that the light cumuli that hung over the river were darker here than elsewhere. These dark, though peaceful-looking clouds, the setting sun, the glitter of the rising moon upon the sparkling ripples of the black water with its noble expanse gave us one of the fairest scenes that I have ever looked upon.

January 15. The town of Barra, capital of the province of Amazonas, is built on the left bank of the river about seven miles from its mouth. It is intersected by two or three ravines, containing more or less water, according to the state of the river, which are passed on tolerably constructed wooden bridges. The houses are generally of one story, though there are three or four of two, built of wood and adobe and roofed with tiles.

Ijurra left me here and returned upstream with Williams. He laid out nearly all the money received for his services in such things as would best enable him to employ the Indians in the clearance of the forest and the establishment of a plantation, which he proposed to locate at Caballo Cocha, saying to me that he would have a grand crop of cotton and coffee ready against the arrival of my steamer—he fully expects me to come down with one.

Ijurra has all the qualities necessary for a successful struggle with the world save two—patience and judgment. He is brave, hardy, intelligent, and indefatigable. The river beach and a blanket are all that are necessary for him for a bed, and I believe that he could live on coffee and cigars. He gave me infinite concern and some apprehension in the management of the Indians, but I shall never forget the untiring energy, the buoyancy of spirits, and the faithful loyalty that cheered my lonely journey and made the little Peruvian as dear to me as a brother.

(Herndon was now nearing his goal, the mouth of the Amazon, a goal he had set out to reach eleven

months before and 4000 miles away on the shores of another ocean.)

March 30. In the afternoon we crossed the river, here about four miles wide, and stopped at the village of Prainha.

About eighty-five miles below Prainha commences the great estuary of the Amazon. The river suddenly flares out into an immense bay, which is probably one hundred and fifty miles across in its widest part. This might appropriately be called the "Bay of the Thousand Islands," for it is cut up into innumerable channels. The great island of Marajo, which contains about ten thousand square miles, occupies nearly the centre of it and divides the river into two great channels—one, the main channel of the Amazon, which runs out by Cayenne, and the other and smaller one, the river of Para. I imagine that no chart we have gives anything like a correct idea of this bay. The French brig-of-war *Boulonnaise*, some years ago, passed up the main channel from Cayenne to Obidos and down the Para channel making a survey; but she had only time to make a survey of the channels through which she passed, leaving innumerable others unexplored. I think it would cost a steamer a year of uninterrupted labor to make a tolerably correct chart of this estuary.

We had a quick run to an island near the middle of the bay, about five miles from the shore that we sailed from. The bay on this side of the island has several sand-flats that are barely covered at low water. They seem entirely detached from the land and have deep water close around them. Our pilot must have steered by instinct or the direction of the wind; most of the time he could see no land, so thick and heavy was the rain. He grinned with delight when we ran under the lee of the island and I nodded my head approvingly to him and said, "*Bem feito, piloto*" ("Well done, pilot"). We breakfasted on the island and ran with the flood-tide to its southern extremity, when, turning to the north, we had the flood against us, and were compelled to stop.

This river is about two hundred and fifty yards wide and has a general depth of thirty-six feet. Its banks are lined with plantations of cane, sugar-mills, and potteries. Nearly all the rum and the pots for putting up the turtle-oil that are used on the river are made in this district. The river empties into the Anapui. We anchored at its mouth to wait for the flood-tide. Our pilot, who always sleeps on the arched covering over the stern of the boat, rolled overboard in the night. The old man swam well, or he would have been lost.

A descent of forty-five miles on the Moju brought us to the junction of the Acara, which comes in from the southeast. The estuary formed by the junction of the two rivers is about two and a half miles wide and is called the river of Guajara. Five miles of descent of the Guajara brought us to its entrance into the Para river, five miles above the city, where we arrived at half-past 9 P.M. on the 11th of April.

I was so worn out when we arrived, that, although I had not heard from home, and knew that there must be letters here for me, I would not take the trouble to go to the consul's house to seek them. Sending Mr. Potter and the Frenchman ashore to their families, I anchored in the stream, and, wrapping myself in my blanket, went to sleep.

TAFFRAIL TALK

FROM JAPAN comes an interesting yarn telling how the carrier *USS Bataan* (CVL 29) threaded her way among the islands of the Inland Sea on a voyage from Kobe to Sasebo. The ship was the largest man o' war to navigate the course since before World War II.

The high point of the trip occurred at Kurushima Straits. Looking out, crewmen were startled to see an honest-to-gosh traffic light. The light is the only known traffic light for the control of ocean vessels. It consists of two signal arms which indicate which of the two narrow channels the ship is to use. The gadget also has a huge neon "Stop" sign atop it which lights up a brilliant red when another ship is already in the channel.

* * *

A John Paul Jones finally graduated from the U. S. Naval Academy when a 22-year-old midshipman from Ohio bearing that illustrious name got his ensign's commission last June Week. The first John Paul Jones never went to the Academy, but there



was an excellent reason for the oversight—the Academy hadn't been founded yet.

Ensign Jones, who begins his naval career with an education never available to those of former eras, reports to the carrier *USS Monterey* (CVL 26) which itself is a far cry from the leaky old *Bon Homme Richard*.

How did Ensign Jones happen to get the name "John Paul Jones?" "Oh, my father just liked the sound of it," he says.

* * *

Then there was the one about the sailor who wrote a letter to his wife one day — and she got it the day before! Impossible? Oh no, not if you were on board *USS Essex* (CV 9) when they tried out the radio telephoto machine as the ship cruised near the International Dateline.

Actually, James Bartleson, RMC transmitted the letter to his wife, Ethel, and she read it just 20 minutes later. The stunt was staged to show how rapid Navy communications procedures can bring ships of the operating forces close to home.

* * *

Sign of the times: An Army tug dashed out of New York harbor to intercept the Navy transport *USNS General R. E. Callan*, bound for Africa with a full load of wives and children joining servicemen stationed there. The reason for the haste — *Callan* had sailed minus seven badly needed cases of disposable diapers.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 21 May 1951, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor.

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REFERENCES made to issues of **ALL HANDS** prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: *USS Robert H. Card* (DD 822), was named in honor of a marine gunnery sergeant who was killed on Saipan in 1946. The vessel operates out of Newport, R.I. ➔





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UNIFORM**

**PRIDE IN YOUR
APPEARANCE
REFLECTS PRIDE
IN YOUR NAVY**

1008.3:4-6 SOCIAL SCIENCE 11

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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for 10 readers. All should
see it as soon as possible.
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NAVPERS-O

AUGUST 1952



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1952

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NUMBER 426

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◦ FRONT COVER: Naval recruits climb cargo net, a part of the obstacle course at the Great Lakes Naval Training Center. Emphasis is placed on getting and keeping bluejackets in top shape. Photo by William J. Larkins, PH2, USN.

◦ AT LEFT: Companies of recruits march smartly off Preble Field, NTC San Diego, after one of the recruit brigade competitive parades held by the command.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.



Icebreakers Answer 'Call of the North'

Up north of the Arctic Circle, where the thermometer usually hovers south of the zero mark, living under even the best conditions is no snap. But if it weren't for a certain breed of ship known as the icebreaker, living would be downright intolerable. Even Eskimos, hardened to the climate, look forward to the yearly visit of an icebreaker.

But the icebreakers — and accompanying ships that form the yearly resupply expeditions to the far north — don't make the arduous cruise primarily for the benefit of the Eskimos, who have done very nicely for themselves for many years. The ships go up to take needed supplies and equipment to scattered bands of hardy men — some servicemen, others, civilians — whose job it is to man strategic outposts in the frigid northland.

Such outposts include weather stations, an airstrip or two, early-warning radar stations, aircraft radio-beacons, experimental stations and even an oil field — the Navy's Petroleum Reserve in the Point Barrow area. The U. S. Navy, Army, Air Force, Coast and

Geodetic Survey, Civil Aeronautics Administration and Weather Bureau all play a part in maintaining these outposts. So do Canada and Denmark, whose exports are no strangers to the Arctic either.

Research expeditions are another concern of icebreakers. In the case of land-based expeditions, icebreakers are often charged with getting provisions to or near an expedition base. On other occasions, icebreakers form a mobile base of their own. In this case most of the work done is of an operational or testing nature.

For example, during the 1952 winter cruise of *uss Burton Island* (AGB 1) both foul weather clothing and cold weather clothing underwent realistic tests, being worn by crewmen in their day-to-day work. A supplementary crew had joined the regular

crew for this cruise — aerographers, photographers, airmen and underwater demolition team members. Also included were civilian and military experts in various fields: weather, physics, chemistry, electronics and cold-weather clothing.

In all more than 50 separate scientific objectives were undertaken during the cruise. Details of most of them haven't been released, but they ranged from testing a special ice repellent paint to gathering meteorological and oceanographic data.

Among icebreaker sailors, *resupply expedition* is a common phrase. Read about a resupply expedition and you'll no doubt read about an icebreaker or two leading a small group of cargo ships, tankers and LSTs.

West Coast resupply expeditions usually depart from Seattle, Wash., in June or July. The usual route takes them across the Northern Pacific to the Aleutian Islands, through Unimak Pass to the Bering Sea, and then north through Bering Strait to the Chuck Chee Sea.

**Sailors Wilt in Sultry Climes
But Arctic Theme Is
'Baby, It's Cold Outside!'**

The voyage of 1950 was an average West Coast expedition. The principal purpose of the 1950 expedition, known as BAREX-50 (short for Point Barrow Resupply Expedition, 1950) was to transport thousands of tons of supplies to Naval Petroleum Reserve Number Four, a 35,000-square-mile area lying well within the Arctic Circle. In addition to visiting Point Barrow, the breaker-led expedition unloaded provisions for installations on Barter Island, Pitt Point, Skull Cliff, Tigvariak Island and Point Lay — all well-northerly and all isolated.

While the West Coast expedition courses follow roughly a right semi-circle, courses of East Coast expeditions roughly describe a left semi-circle. Last year's East Coast resupply expedition is a case in point. It was the fourth since the annual operation began in 1947. The formation consisted of two attack cargo ships, a gasoline tanker and two icebreakers — *uss Atka* (AGB 3) and the Coast Guard breaker *Eastwind* (WAGB 279).

The ships left Boston, Mass., and Halifax, N.S., in mid-July, joined formations and steamed up the Labrador coast, then along the coast of Greenland. The ships crossed the Arctic Circle while in Davis Strait and passed on to Baffin Bay where one group continued north to the central weather station and landing strip at Thule, Greenland.

The other group cut to the west where, far above Hudson Bay and against heavy ice, it passed through Lancaster Sound and Barrow Strait to get to the isolated Resolute Bay station on Cornwallis Island, one of the Parry Island group, where supplies were unloaded. Ships of this group then continued to westward through even heavier ice to Bridport Inlet, Melville Island. Here supplies and equipment for a new weather station were off-loaded. At one period of the unloading, heavy weather and on-coming ice forced the ships to clear the area, but they were soon able to return and complete the job.

Two ships of the 1950 East Coast expedition earned a name for themselves in Arctic history during their cruise. *uss Edisto* (AGB 2) and *uscc Eastwind*, the breakers that made the voyage that year, left the supply ships behind and moved to the northward to round the northernmost point of Ellesmere Island. This is believed to be the most northerly position in the Western Hemisphere to be reached

by any ship under its own power. Other vessels have gone farther north, but they were solidly frozen in the ice and had to drift helplessly with the ice pack.

A series of weather stations flanking the northern rim of the North American continent are the main beneficiaries of supplies from these East Coast expeditions. Known as "joint weather stations," (joint U. S. and Canada or U. S. and Denmark) these stations were set up to provide weather observations required for accurate short-range forecasts and to accumulate data for long-range forecasting. Weather men often call the Arctic "the weather factory of the world." Storms and disturbances passing over these isolated stations are usually on their way to the North Atlantic and European regions—hence the importance of outposts to sample this "future" weather.

One of the key spots in the Far North today is Thule, located on Greenland's west coast some 700 miles above the Arctic Circle. Eskimos and Danes call it "Thoola," but to men of the icebreaker Navy, it's "Tooley."

Adding this bit of brogue is a respite from such odd words as *sastrugi*, *sikussaq*, *bergbybit*, *brash* and *glacon*, —the names for a few of the ice-forms that the vessels encounter. Whether cruising the east coast or the west, icebreaker sailors hear many such odd words. For example, crewmen of *Burton Island* returning from a mid-winter liberty in Nome, Alaska, hear



NO MAN FROM MARS, sailor hacks at ice on superstructure. That's a five-inch gun mount buried at right.

their dog-sled drivers sing out "mush" and "gnah," the Eskimo equivalent of "giddap" and "whoa."

When *Burton Island* broke through pack ice to Nome in the winter of 1949, she became the first ship ever to reach this far-north town in the winter. Since then she has returned twice, each time in February—which is a rough month up North. There's even a saying for this aboard ship: "All roads lead to Nome."

This ship also has the distinction of making the first winter visit to Cape



ICEBREAKER'S EYES — helicopters are used to spot leads in the ice for the ship to follow. Here, 'copter returns from its daily routine flight.



SPRAY GUN helps in removing ice. A mixture of steam and water on ice-coated areas is used to clear ship of 'frosting' in sub-zero weather.

Prince of Wales. The Cape is the point on the North American continent nearest Siberia. Also, *Burton Island's* helicopters were the first to land on Little Diomed, bringing with them the first winter visitors to this famous little island which is literally a stone's throw from Russian territory. At another time she went even farther north to the Arctic Circle in winter. Nearly made it, too, but the ice was too thick and too hard, even for a rugged icebreaker.

Saying that an icebreaker is a peculiar ship is about as obvious as say-

ing that ice is cold. Breaker crewmen say that their ships have the characteristics of half a dozen other types of ship—and, by stretching a point here and there, they do. Their 64-foot beam and 30-foot draft exceed that of a pre-war heavy cruiser. However, they are 120 feet shorter than even a *Gearing* class destroyer—269 feet long, to be exact. And they displace more than twice as much as the *Gearing*—6650 tons as against 2250 tons. A diesel-electric combination furnishes an 8250 horsepower drive. Their hull plating is especially thick,

almost two inches of special steel which at the bow is reinforced by a complex steel-beam framework. More than 275 officers and men make up an AGB's complement.

Below the waterline (except for the rudder area) they are as smooth and round as a watermelon: no bilge keels (rolling chocks). This, plus the sheared lips of the discharge and intake pipes, reduces to a minimum the surfaces which could be snipped off by the ice. It also makes them roll like crazy when in the open sea.

A bird's-eye view of one of these squat vessels reveals the general outline of an over-sized double-ended motor whaleboat with a large wooden platform for 'copters mounted above her main deck aft. This structure is called the flight deck.

In addition to the breakers already mentioned, *Atka*, *Eastwind*, *Burton Island* and *Edisto*, three other breakers are in operation. Working out of East Coast ports and up in the Baffin Bay area are uss *Staten Island* (AGB 5) and uscc *Northwind* (WAGB 282). uscc *Mackinaw* (WAGB 83) is based on the Great Lakes.

Although the obstacles faced by an icebreaker are both varied and formidable, they make life on one of these ships interesting indeed. The following paragraphs are taken from a first-hand account of life aboard *Burton Island* written by a member of her crew, Philip Haff, JOSN, usx. His narrative was set down while the ship was plowing northward during this year's winter cruise.

"Opposing these fat, peculiar-looking vessels in the Arctic is an ocean calmed by ice fields. A continually shifting ice pack can snatch up a ship and push her helplessly for many miles or it might reach up and shear off one of the propellers.

"The ice seems never to present the same problem twice, which means that the responsibility of the commanding officer is especially great. Once the ice begins to move the wrong way faster than the ship can go the other, it will be a long, slow spell before the ship can start her cruise back to the States.

"On the bridge, the officer of the deck stands one of the most frustrating and demanding watches in the Navy. He is always seemingly perched on the edge of disaster. The ice before him offers several paths through which to guide the ship. One path may bring the bow onto a pressure ridge from which the ship can't back



UKIVOK VILLAGE provides picturesque setting for icebreaker. Eskimos live here in winter, leave for walrus and seal hunting during summer months.

off. Another will mean so much heavy ice that the backing and ramming needed to get through will be too slow to counteract the opposite movement of the pack.

"All of these hazards the OOD must meet every 24 hours and often in weather 20 degrees below zero. But at least he is moving around. Scurrying from one wing of the bridge to the other, peering into the radar repeater that indicates leads and distant ice, watching the discouraging progress of the ship on the navigational charts, trying to see all four ways at once—yes, he moves around and thus keeps warm.

"The helmsman keeps warm too. No two consecutive minutes find the ship on the same course. As soon as he brings the rudder to right standard the order comes to shift rudder. Then it's "right full rudder" followed by "left full rudder." This goes on and on with the only break coming when the ship backs down. Only then does the rudder remain amidships.

"The pilot house, while not actually warm, isn't freezing either. What keeps it cool is that the doors are usually opened to the wings to permit the OOD to shout orders to the man at the wheel or the men manning the searchlights that show the way during darkness. Open doors mean that the quartermasters, boatswain's mates and messengers, along with the lookouts, must stand their two or four-hour watches decked out in ample cold-weather clothing.

"Even dressed in a face mask, goggles, four pairs of gloves and the so-



ARCTIC survival techniques include igloo-building. Here, men test their house of ice. *Burton Island* is in the background with her cargo lights on.

called 'twenty league boots,' a man still is going to be cold when the mercury drops below zero and the wind mounts to over 25 knots. But the half-hour of dressing required by this rig is worth the effort—it eliminates the ever-present danger of frostbite.

"In day-to-day operations, the men who are out in the cold for the longest periods are, of course, the deck hands. Their job is a lot different from that done by destroyer deck hands, for example. Mainly this is so because no one bothers much with topside maintenance while underway—except for keeping the decks clear of ice.

"The men manning the flight deck have the problem of keeping two 'copters in the air. The 'copters fly ice reconnaissance ahead of the ship. It's very special weather on the flight deck. If the wind is blowing 15 knots on other parts of the ship, it usually seems to be blowing at least 25 knots on the flight deck.

"A typical day for this gang begins at 0700 when the 10 flight deck crewmen warm up the 'copters for the captain's regular morning 'look see' flight. A large heat-blower is trained on all working parts of the aircraft for 30 to 45 minutes to thaw it out. Then come the check-outs—78 items in all—on everything from the pitot tube to the tail skag. Finally the daily routine can begin.

"Flying in the Arctic is a story in

itself. One of the most trying problems is the difficulty of depth perception. The flat, white terrain which blends into the sky at the horizon not only makes it hard to tell horizontal distances, but ever harder to tell which way is up. And if you can't figure that out, then how are you going to know how far it is down?

"But duty in an icebreaker has its recreational diversions too. One is wild life 'hunting'. It is not uncommon to hear something like this over



PEERING through face mask, sailor observes icy waste lands. Parka, hat with earflaps are part of gear.



JACOB'S LADDER serves for gangway when ship is locked in by stubborn ice. Little danger of dunking.



'BLASTING OFF' is sometimes the best way to get an ice-bound vessel free when her engines and heeling tanks won't budge her. UDT men do the job.

the public address system: 'Now hear this . . . three walrus off port bow . . .'

"Seconds later half the crew is up on the forecastle with everything from Brownies to 35 mm movie cameras. The bridge enters into the spirit of things and the ship takes off after the harried walrus—or polar bear or seal or arctic fox. In this manner, breaker men 'bring 'em back alive'—on film.

"But back to the ship's operations and to the problems of breaking

through ice, especially thick ice. Really only one way to do it. This is to bring plenty of weight down on the ice's surface. A breaker's bow is sharply indented below the waterline so that by a surge of power and speed the ship can run up on the ice and crash through by sheer weight.

"Every so often, however, the ship will be unable either to back down or go ahead sufficiently to make a charge. This calls for one of two methods of shaking loose. The first

depends on a series of interior *heeling tanks*, those on one side filled with water while those on the other side remain empty. Then the procedure is quickly reversed. This process makes the ship roll from side to side.

"The second method brings the frogmen into the picture. They drop over the side and rig explosives a few yards from the ship. Then it's 'blast away'! A tricky but vital operation, this calls for an intimate knowledge of the damaging power of explosives both on ice and on a ship's hull, and extreme accuracy in placing the high-explosive charges.

"Frogmen who made this cruise have had quite a time for themselves up here. Swimming at 32 below zero is the last thing most sane people would try, yet in the icy waters of Cape Prince of Wales, these fellows leaped over the side and started surf-board riding on icebergs. They were testing exposure suits. The natives were aghast. As long as the Eskimo has lived there no one had ever dared go swimming in summer, much less in the dead of winter.

"Many things are different in the Arctic. This goes for communications and navigation, too. Radio reception is always weak because of the ionospheric conditions brought on by the heavy northern air. What's more, icy antennas frequently play havoc with what reception is left.

"Radar conditions, on the other hand, are very good all over the Arctic, which is a break for navigators. Once the ship nears Bering Strait it relies almost entirely on radar for navigation.

"Navigators are plagued by their outside magnetic compasses freezing up, however. It doesn't seem to matter what they are filled with: water, alcohol or oil—they still freeze solid. On top of this, when the ship gets near the magnetic pole, the compasses, as one quartermaster puts it, 'point every way but north.'

Sounds as though it could be rugged duty, doesn't it?—fair weather parade on the fantail surrounded by seas of snow; shaving in the forward washroom to the din of clanking ice being parted by the bow; going about the decks pounding away at the ice with hammers and hickory fids; frequent *rapid-fire* "full astern . . . ahead flank" changes that heat up the engineers as well as the machinery. Sure it's rugged duty, as Haff and all other breaker men will tell you, but still they like it.



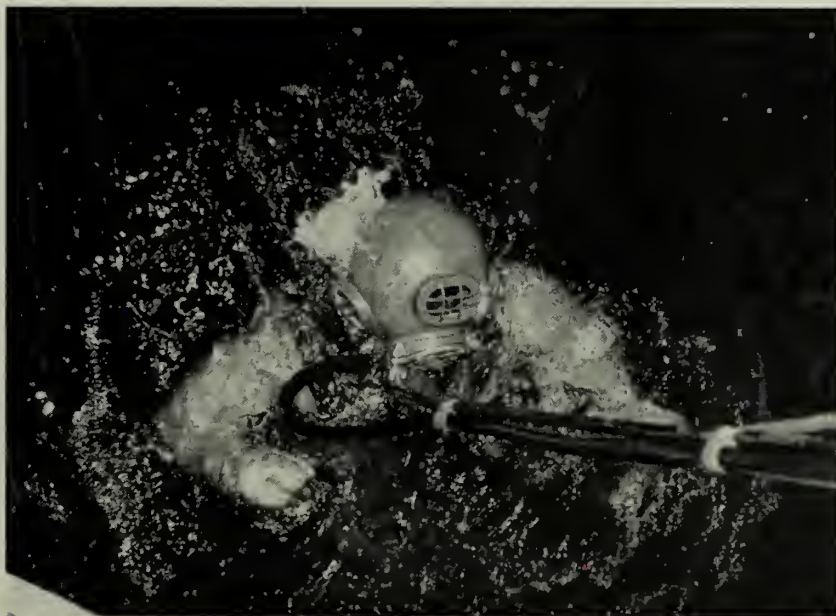
STORMY SEAS, no novelty to icebreaker crewmen, provide a sharp contrast to the easy-riding movement of the ships in ice-infested waters of the North.



Deep-sea Fixers

Navy men are getting on-the-job diving instruction on board *USS Mender* (ARSD 2), at Sasebo, Japan. An intensive three-week course, ranging from diving physics to simulated underwater patching, pipefitting, carpentry and welding, has been started to prepare the sailors for routine diving tasks and underwater repair assignments.

Top left: Diving instructor demonstrates final preparations to students. A Republic of Korea naval personnel also get training. Students get the ins and outs of diver's garb as they learn to dress and undress (*top right*). "How do you read me?" asks officer-in-charge, checking the two-way radio before diver goes over the side (*right center*). Diver has last-minute check before being lowered into the sea (*lower right*). *Lower left:* Bursting air bubbles surround diver as he breaks water's surface alongside *Mender*.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **NEED USN MEDICS** — Naval Reserve medical officers who are serving on active duty in the grades of lieutenant (junior grade) and lieutenant and are less than 37 years of age may apply for appointment in the Medical Corps, USN. Professional examinations will not be required.

The grade of the appointment will be determined by the age and professional experience of the selected applicant. Although the USN grade will not necessarily be with the same precedence and date of rank as the USNR grade, it normally will be the same as that held in the Naval Reserve.

Letter requests for consideration should be submitted to the Chief of Naval Personnel (Attn: Pers B6221) via the commanding officer. A Special Fitness Report (NavPers 310) and a Report of Physical Examination should accompany the request.

• **INSURANCE REFUND** — Because the amount of the pure insurance risk of premiums for NSLI and USGLI permanent plan policies varies from month to month, it will be necessary for policy holders to continue to pay their full premium even after having executed a waiver under the Serviceman's Indemnity and Insurance Acts. Policyholders may then request a refund of this amount from the VA.

Previously, it was believed that it would be possible to reduce the amount of the premium paid by the amount of the pure insurance cost (that is, the amount which could be waived). The policyholder would then pay only that portion of the premium which goes into the reserve or cash value of the policy. Such a practice would mean constant changes in the amount of the allotment, however,

and is administratively impractical, the VA says.

Policyholders who elect to waive the pure insurance risk portion of their permanent plan insurance policies (see ALL HANDS, July 1951, pp. 50-51 and January 1952, pp. 48-51) may request a refund of this amount. Policyholders may receive their refunds by completing and forwarding the request for refund of pure insurance cost form which may be obtained from your ship or station personnel office. Such requests should not be made more than once a year while the waiver is in effect.

Policyholders also have the option of leaving their refunds on deposit with the VA to accumulate interest while they are on active duty. If a policyholder does not request a refund, the amount will be placed on deposit automatically.

Additional details will be found in BuPers-MarCorps Joint Letter, 18 June 1952 (NDB, 30 June 1952).

• **RECRUIT DUTY FOR WAVES** — Billets at main Navy recruiting stations continue open to qualified Wave personnel within pay grades E-7, E-6 and E-5.

In accordance with BuPers Circ. Ltr. 42-52 (NDB, 15 Mar 1952), individual requests may be submitted, via commanding officer, to Bureau of Naval Personnel (Attn: Pers-B61).

Enlisted women personnel are assigned duty only at main Navy recruiting stations and are not assigned duty at substations. Three choices of duty, indicating city and state, may be included in the request.

Waves desiring recruiting duty should consult *BuPers Manual* (Article C-5208) prior to submitting requests to insure that they meet qualifications necessary for this duty.

• **OFF-DUTY STUDY COURSES** — BuPers Circ. Ltr. 178-50, which provided for the partial payment of tuition for off-duty study courses taken by naval personnel at accredited civilian educational institutions, has been cancelled and the program terminated.

This action will not affect any person now taking a course if his application was approved prior to 1 July 1952 and his tuition is being partially paid from fiscal 1952 funds. Of course, when that course is completed partial payment by the government for a succeeding course will not be made.

Cancellation of this program was effective as of 1 July 1952 and was announced by BuPers Circ. Ltr. 100-52 (NDB, 15 June 1952). The program was terminated because of limitations of funds available for voluntary education during the fiscal year 1953.

• **OFFICER JOB CLASSIFICATION**—A new publication, *The Manual of Officer Navy Job Classifications* (NavPers 15839) is being distributed to all ships and shore establishments. This is the official manual on classification of officer jobs. It provides a catalog of naval officer job classifications for use in "determining and expressing the qualitative requirements of officer billets in the various naval occupational categories."

Although it does not individually describe each officer billet at each station, the job classification duty description covers the broad scope and nature of the billets to which it applies. Classifications are identified by titles and numerical codes — in addition to a duty description.

The manual was prepared from information obtained from job analyses, questionnaires sent in from the field, and from occupational data covering some 10,000 billets. It groups these billets into about 1600 job classes or classifications. One of the purposes of the manual is to serve as a standardized reference for identifying the various officer billet requirements encountered in officer personnel planning and distribution.



• **TRAVEL ON RETIREMENT** — Officers and men who will be transferred to the retired list or to the Fleet Reserve now have only a limited time in which to avail themselves of certain transportation benefits.

The proclamation by the President ending the state of national emergency, which followed the signing of the treaty of peace with Japan, automatically put into effect a section of Joint Travel Regulations which sets a limit of one year on the period in which a retired Navyman can take advantage of his right to mileage for himself and travel allowance for his dependents and household effects.

The regulation states that those transferred to the retired list or to the Fleet Reserve after 28 Apr 1952 "must select a home and perform travel within one year of their effective date of retirement or transfer to the Fleet Reserve." Failing to do so, they lose the right to such travel and allowances.

• **EM's BEDDING**—Blankets and pillows are no longer being issued to enlisted men as part of the initial outfit of clothing (as of 1 July 1952). Instead, two blankets and a pillow will be issued as government property on an "issue-in-kind" basis for individual use and custody.

Men possessing personally-bought blankets and pillows which are unfit for further use may turn these in and receive, item-for-item, on a replacement basis, government-owned blankets and pillows. Each man obtaining blankets and a pillow must sign a custody receipt and a statement of understanding that these are government property and must be returned to the Navy upon discharge or release to inactive duty. This applies whether this bedding is issued upon first enlisting or on a replacement basis.

Men possessing personally-owned blankets and pillows and not turning them in for exchange will be allowed to retain them upon discharge or release to inactive duty as before.

This new system applies only to blankets and pillows. Mattress covers and pillow covers will continue as items of individual ownership.

Government-owned blankets issued under this system may be identified by the initials "USN" stenciled at each end in black block letters. Pillows are stenciled at one end. Further, the man's name will be stenciled at one corner of each blanket and pillow.

• **NAVAL RESERVE RESIGNATIONS** — Naval Reserve officers who have fulfilled specified obligations may request resignation from the service.

To be eligible for consideration, for resignation, officers must meet all of the following conditions: (1) Have performed active duty (including enlisted service, but excluding government-sponsored training and educational programs) for a period of 90 days or more between 7 Dec 1941 and 2 Sept 1945; (2) Subsequently have maintained continuous membership in the Naval Reserve; (3) Have performed active duty, other than for training, subsequent to 25 June 1950, and have been released therefrom; and (4) Have reached the age of 35 years.

Alnav 83-50 (NDB, July-Dec. 1950), directing that resignations of Reserve officers normally be held in abeyance pending clarification of the international situation, remains in effect as a general policy. However, current and anticipated development of resources for officer personnel now permits the exception from that policy of officers who meet the above conditions.

Resignations must be submitted to Chief of Naval Personnel (Attn: Pers-B1131) using as authority BuPers Circ. Ltr. 101-52 dated 28 May 1952 (NDB, 15 June 1952).

It is the practice of the Bureau to forward resignations submitted by officers in the above category to the Secretary of the Navy with a recommendation for acceptance.

• **VETERANS INSURANCE** — Certain veterans released from active duty after 25 Apr 1951 who suffer service-connected disability may apply for a special form of NSLI.

The disability must be one for which compensation would be payable by the Veterans Administration, and application for the insurance must be made within one year from the date the VA determines the disability to be service-connected.

The insurance is available on a five-year level premium term plan, ordinary life plan, 30-payment life plan, 20-payment life plan, 20-year endowment plan, endowment at age 60, and endowment at age 65. Amounts available range from \$1,000 to \$10,000. Interested personnel may contact their nearest VA office for further information.

QUIZ AWEIGH

See if you can bowl a 300 down the alleys this month.



1. The 8-inch hawser (above) is (a) faked-dawn (b) flaked-dawn (c) flemished.

2. It is normally used for (a) boat-davit falls (b) stern-anchor cable (c) tawing and mooring.



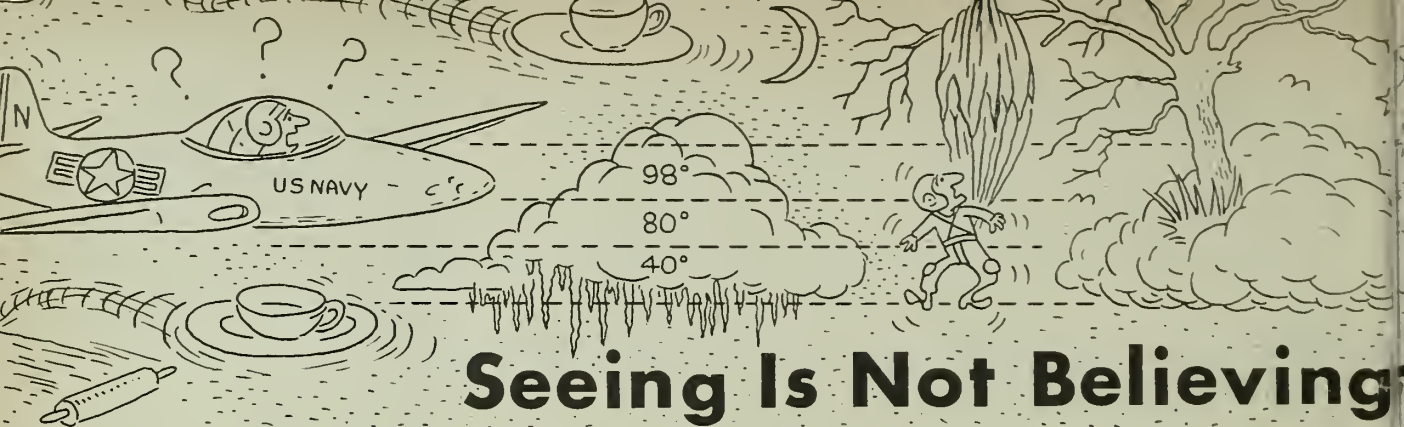
3. World War II naval historians will remember that USS Harnet (CV 8) was the victim of Japanese aircraft in (a) Battle of Santa Cruz Islands (b) Battle of Coral Sea (c) Battle of Midway.

4. She was (a) sunk in bottle (b) sunk by U. S. naval forces after being irreparably damaged (c) sunk while in tow after being disabled in action.



5. If you saw the blue flag (above left) flying from the masthead of a heavy cruiser, you'd know there was embarked (a) an admiral (b) a vice admiral (c) a rear admiral.

6. If you saw a similar flag on shore, but with a red background (right), you'd know the officer is (a) a lieutenant general (b) major general (c) Commandant of the Marine Corps.



Seeing Is Not Believing

SOMETIMES while driving on windless summer days, you may notice something strange about the road ahead of your car. The surface seems to be shimmering, as though a shallow, steaming pool lies there. What you see is a mirage. True, it's a low form of mirage, but it's still a mirage.

If you come from a desert region of the U. S. you probably have seen more advanced types of mirages. They are known as "pronounced inferior mirages". If you're from New England or the Pacific Northwest or from the Great Lakes region you've seen low-lying mirages during certain winter months.

Old time Navymen with thousands of sea miles behind them have seen both of these types—plus a few more. Some have been even privileged enough to see the famed Fata Morgana.

The Fata Morgana is a combination *inferior* and *superior* mirage that is seen in the Straits of Messina area between Sicily and Italy. Its name is the Italian word for Fey Morgan (or fairy Morgan). In old European folklore, this Morgan was a beautiful female who, among her other powers of magic, could change shape.

Back in the old days, the appearance of this mirage caused the medieval Italians to shift their imaginations into high gear. They believed the lady was working her wonders. They could see images of men, trees, houses and ships appearing in the air

or on the water. As they watched, fascinated, these objects would seem to hang suspended in mid-air, magnify into grotesque shapes or multiply like figures in a flickering movie.

They had seen—and people today continue to see—phenomena termed *looming*, *magnification* and *multiplication*.

No doubt if the medievals had known what caused these mirages they wouldn't have tagged them with such romantic and mysterious names. Yet even today, with all our scientific knowledge, these apparitions still seem a little mysterious.

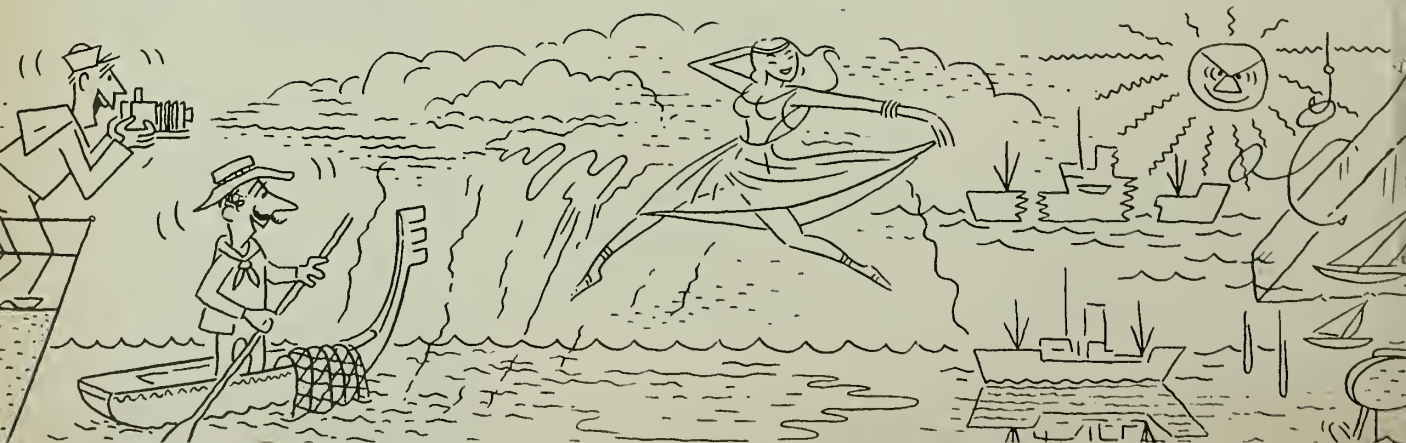
The scientists define a mirage as a "pronouncedly irregular refraction which distorts, transposes or otherwise changes the appearance of objects presented to the eye." This effect was labeled *mirage*—meaning to "look at" or "see oneself in a mirror"—by a French mathematician who traveled with Napoleon's expedition to Egypt in 1798. (During this expedition the French troops got a full ration of desert-type mirages.) This idea of a mirror, however, can be somewhat misleading in attempting to explain the phenomenon of mirages. With objects appearing where they aren't—and with other objects not appearing where they are—you can figure that a certain condition exists—light rays are being knocked off their original path. And when this happens, reflection or refraction is present.

To have these conditions, you must

have a surface or media strong enough to send the rays off their initial course. The flat surface between two layers of air of considerably different density does this in a first class manner. These differences in air densities are present the world over, but it takes a really pronounced difference to qualify as a mirage producer. An excellent mirage producer is so-called *temperature inversion*. When you have this condition—and other conditions are favorable too—a *superior mirage* results.

Temperature inversion happens this way. In general, the higher you go the colder it becomes. Sometimes, however, the reverse is true. When a warm wind blows over a cold stretch of ocean, the wind's lower layer becomes cooled by contact with the cooler water. This layer of air nearest the surface (it might be five feet thick or 50 feet thick) becomes not only colder but at the same time more dense than the layer above it. Result: temperature inversion and an abnormal difference in density between the two layers of air.

The flat area where the two layers meet forms a mirror-like atmospheric reflector or an "overhead mirror" some distance above the surface. From this condition, strange effects result. When you look at a distant ship you'll see the actual ship in her normal position on the sea's surface. At the same time you may see an upside-down image of the ship seeming to ride on the actual ship. The stacks and masts of





- It May Be a Mirage

the actual ship and its image will be joined together.

Such a superior mirage produces other odd effects. Although a ship might be far beyond the horizon, mirage effects will raise it up and bring it into view. On top of the actual ship may appear an inverted image of the vessel. Above this might be another upright image.

All this, you remember, is caused by varying layers of atmospheric density. When it happens, there may also be irregularities in the air currents. Boundary lines between the different layers of density then seem to waver. Streaks of air going from layer to another cause this weaving effect. To you, your ship might seem as steady and stout as a city block, but to an observer it would seem to be doing a weird, ghostly dance—slowly rising up, then settling down, riding on itself, splitting in two and weaving from side to side.

So much for the superior mirage with its image of the object appearing *above* the object's actual position. This form of mirage has a brother, name of *inferior mirage*. (The terms *superior* and *inferior* as used here do not mean high grade and low grade. They stand for, roughly, upper-air and lower-air level.)

Contrary to the first type, with what may be termed its "overhead reflector", the inferior mirage is a result of a "low-flying reflector." The phenomenon manifests itself through the

image of an object appearing below rather than above the actual object. In short, the image of a ship will appear *below* the actual ship.

An inferior mirage results when the layer of air next to the surface becomes so heated that its density is strikingly less than the air immediately above it. This, incidentally, is the opposite of the usual condition in which the higher you go the less the density.

This type of inferior mirage is more often seen on land than at sea. This was the one you saw out driving. Travelers on the desert see this type mirage when lakes and oases appear as if by magic before their eyes. What they actually see is the shimmering surface of an atmospheric layer. One expert describes this as "the image of the distant low sky."

If conditions are strong enough—and there is an oasis or town at not too great a distance—the images of the trees of the oasis or the buildings of the town will appear "beyond the shimmering surface" on the far side from the traveler.

When an inferior mirage is seen at sea, it closely resembles a thick haze or a shallow fog bank. In fact, it is often mistaken for just that. This "haze" or "mock fog" is usually only a few feet thick and rests on the surface, displacing the horizon.

When air currents disturb this mock fog, the horizon and other objects between the observer and the horizon

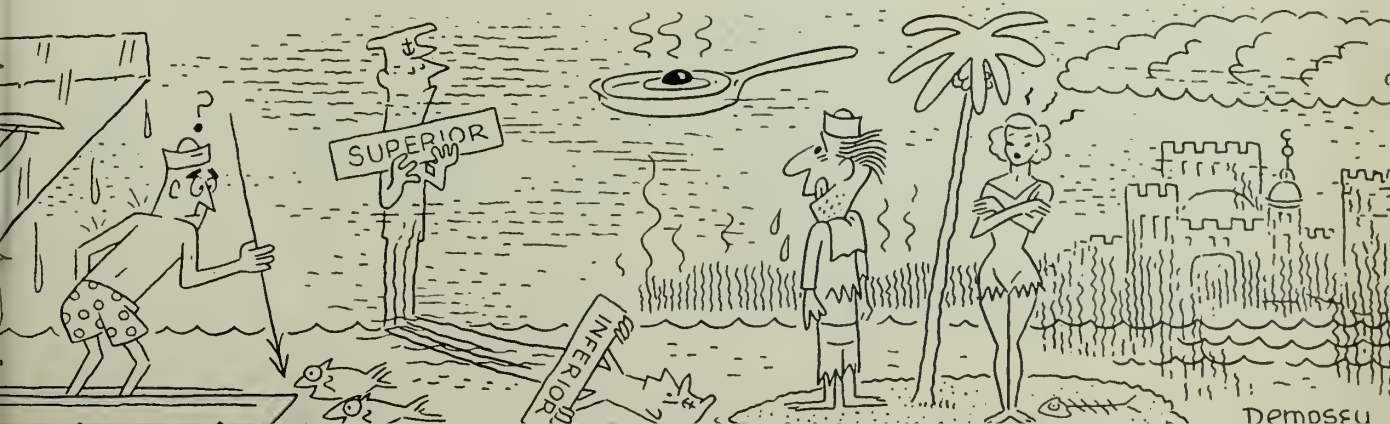
become distorted. A distant ship may appear normal, but a nearby ship would probably be partly hidden or divided or distorted or even inverted. Looking toward a coastline, you see hills and buildings become misshapen and exaggerated in height. Sometimes the base of a hill or mountain will appear superimposed on its summit.

Perhaps the craziest inferior mirage effect occurs when the mock fog rests a few yards above the sea's surface and a ship is in view. When this condition exists you will see the actual ship right-side-up, and you may also see an image of the ship below the actual ship. This image will be inverted and separated from the other. What will appear is something on this order, from high to low: the actual ship, a gap equal to the ship's waterline-masthead distance, an inverted image of the ship.

If you are standing on deck and see this phenomenon don't shout to a shipmate on the bridge to take a look. It "goes away" with a slight change of elevation. Your shipmate will observe only the true ship and the mock fog.

There are other tricks of "miragemagic" beside superior and inferior mirages. Two features are *looming* and *sinking*. To understand looming and sinking, you'll have to give the concept of refractions a big play.

Refraction, you may recall, is the phenomena whereby light rays are bent as they pass from media of one density to and through media of an-



other density. The appearance of fish in a shallow pool shows refraction at work. The fish appear nearer the surface than they actually are.

Looming is a result of an abnormal decrease in the density of the air from the surface upward. When this happens, there is a greater-than-normal curvature surfaceward of the paths of light rays. As a result, the shape of objects becomes distorted. Strange bulgings, thinnings, flattenings or pointings occur. Actual magnification often results too. A distant and well-rounded mountain peak might loom up from its actual shape and appear much closer than it actually is. Then the peak might flatten out, after which the peak might seem to draw much nearer the observer than the mountain's base.

Scientists say that this distortion is due to different degrees of downward curvature of the rays from the various levels on the object. Thus, magnification (towering) occurs when the ray from the top of the object has more downward curvature than the ray from the visible bottom of the object. This occurs most frequently when inversions are present.

Truly spectacular instances of visibility come about from these forms of mirages. Here are some examples of unusual visibility at sea furnished by the U. S. Weather Bureau:

- Kangaroo Island, Australia — lights ordinarily visible at 19 to 26 miles are seen at 70 miles.

- Rebecca Shoal Light House, West Indies—ordinarily visible at 17.5 miles, it may be seen at 24.5 miles.

- Peak of Tinerife, Canary Islands—ordinarily visible at 20 miles it is seen at 133 miles.

- Green Point Light, South Africa—visibility may be extended from 13 miles (under ordinary conditions), to 72 miles.

- Fairweather Mountains, Alaska—visibility may be more than doubled, from 150 miles to 330 miles.

The opposite effect to looming is

sinking. Sinking results from a refraction in which the curvature of light rays is abnormally lessened.

What do you see as a result of sinking? Nothing. That's a fact. An object which at the normal distance of vision would ordinarily be seen well above the horizon becomes "optically depressed" so that it drops out of sight beyond the horizon and cannot be seen. Very confusing to navigators.

Every sailor knows the legend of the *Flying Dutchman*, the ghost ship "seen" by sailing ship sailors in the seas off South Africa. Vanderdecken, the skipper of this specter ship, swore profanely that he would round the Cape of Good Hope against the wind if it took till Judgment Day. Providence took him at his word. To this day, so legend says, the *Flying Dutchman* may be seen at the height of a storm—her masts, spars and sides bleached white with age, her sails threadbare and the skipper and crew appearing as little more than shadows. Ill luck comes to those who see this unholy ship, so the saying goes.

Some experts on such subjects now believe that the legend may have been perpetrated by, if not actually based upon, mirages of the type that raise distant ships above the horizon and bring them into the observer's field of vision. Looming could do it.

Many years ago crewmen of the Brazilian frigate *Parnahyba* saw the following effect off the Patagonian coast (Conditions for a mirage were ideal. It was a warm, calm, early-summer day and the temperature was rapidly rising.) "At one time the reflected image of the hills took the shape of ships arranged in regular order and engaged in gunnery practice. The reflection of the solar rays, darting in all directions, represented the flashes of guns. The *Parnahyba* seemed transported into fairyland. Sometimes she seemed to climb the side of a liquid mountain whitened with foam; at other times to glide down the steep slope of a terrible

precipice. There was no horizon, and but that we were sure of our position, prudence would have advised our heaving to."

In addition to being interesting to look at, mirages often serve another purpose. The signs of mirages play an important role in local weather lore in many sections of the world.

Townsmen of Alexandria Bay, N. Y., look upon a local mirage as a sure sign of approaching cold weather. At a short distance north of the town are several small, pine-clad islands sitting in the St. Lawrence river. Even though the river may be choppy, these islands seem to be sitting on a dead calm surface with their trees clearly standing out in strange relief. When this happens, townsmen say that it's five to one that cold northerly winds are not far behind.

Fishermen of the North Carolina Banks during calm days in winter keep a weather eye on the off-shore islands. When the bases of the islands are blacked out by a "mock fog" but the trees stand out clearly visible, those fishermen in small boats pull for the shore. Blustery weather is not far off.

North winds, "norther's," are looked for in many coastal sections of the Gulf of Mexico when mirage conditions make an appearance. A burst of wind, which accompanies the southward advance of a winter high, often follows Gulf mirages.

Down Argentine way and in France's Gulf of Lyons, weather-wise folks keep an eye out for conditions of abnormal visibility and other signs.

If you should ever come across a mirage and want to make a record of it, grab a pencil and some paper—not your camera. Remember, a mirage is an optical phenomenon and cameras do not always see the same thing as your own eyes. You'll find that photographing a mirage is like photographing a ghost—and who ever got a good picture of a ghost?—W. J. Miller, QMC, USN.





'Copter Rescuers

ONE OF THE MANY duties of helicopters in Korea is that of rescuing casualties—evacuating them from the front to rear area aid stations.

A call for emergency evacuation of wounded quickly sends a "pinwheel pilot" on his way. Often it is only a matter of minutes before the 'copter arrives at the scene.

The airmen pick up wounded from hand-cleared landing platforms on the rugged Korean mountainsides. Sometimes their landing field is merely a dried-out river bed. On at least one occasion, a 'copter pilot had to balance his whirlybird on a ridge, with both the tail and the nose extended into space on either side of the ridge. The skilled pilot literally "flew" his 'copter on the ground to maintain his balance.

"It wasn't too bad taking off," the pilot reported. "All I had to do was lift it up slightly and nose down the mountainside to pick up speed."

On another occasion, a pilot brought the last of several casualties back to an aid station after dark—despite the fact that a number of experts say helicopters cannot be operated at night since their instruments are not equipped with lights. The pilot simply had one ambulatory patient sit beside him and strike matches!

Much of the rescue work is performed by "flying ambulances" equipped with two litters, and manned by Navy or Marine pilots. The litters are fitted out with plexiglas hoods to protect the heads of the patients. Wounded are strapped securely to the litters. Then the 'copter flies its pair of patients to a rear area aid station or hospital.

Top left: Two wounded marines get blood plasma and first aid while waiting for a helicopter. Marine pilot prepares litter at left side of HLT-4 'copter as other marines bring wounded man to plane (top right). Second man is hurriedly, but securely, strapped to 'copter litter (right center). Below right: 'Copter takes to the air with wounded marines safe on board. HLT-4 makes use of well-used jeep road as an air-strip because the area has been heavily mined.





Padres In Action

"You're young, with your life before you. Here, take this."

With these words, the elderly chaplain shoved his life preserver into the hands of a young seaman and, before anyone could protest, turned and swam away into the darkness.

The men on the overcrowded life raft watched as the exhausted chaplain swimming beyond their reach, disappeared beneath the water.

The act of Chaplain George S. Rentz, who sacrificed his life during the sinking of *uss Houston* in the battle of Java Sea so that another might live, is one reason why Navy Chaplains enjoy the thorough respect of Navymen.

That respect continues to be earned today at recruit training centers, at gigantic naval establishments and bases, on lonely reaches of the sea, and in Korea.

Regular and Reserve chaplains continue to work together today as they did during World War II, to bring the benefits of religion to the Navy.

Chaplain Rentz was a member of the Regular Navy. Chaplain John J.

McGarritty, who survived the sinking of *Langley*, only to lose his life in *Pecos*, was a Reservist. When last seen by surviving shipmates, he "was still offering aid and comfort to all those within his reach." If you were in the naval service during World War II, chances are that any chaplain with whom you came in contact was a Naval Reservist. At the end of the war more than 96 percent of the chaplains on active duty were Reservists.

Today, Naval Reserve chaplains continue to provide religious instruction and spiritual assistance, counseling and guidance to you and to all men in the Navy, Coast Guard and Marine Corps. More than half the Protestant, Catholic and Jewish chaplains on active duty at present are members of the Naval Reserve. Some

have served in this status since 1941.

The Navy chaplain performs most of the functions that a civilian pastor performs, but in different surroundings. He visits the sick or wounded daily, or oftener if necessary. He conducts public worship according to the customs or manners of his own church, many times under difficult circumstances and surroundings.

While the chaplain himself will lay no claim to being a hero, a quick look into the statistics tells the story of the casualties suffered by members of the Chaplain Corps. One of the reasons for these figures is that the chaplain, during a fighting action, is right in the thick of things, ministering to the wounded, offering comfort and aid, and rendering last rites.

During World War II, for example, nearly one out of every hundred chaplains on active duty was killed in action or died during the war years; one of every 50 received the Purple Heart for wounds received in action; one of every 35 received decorations. Five chaplains were captured by the Japanese — two survived.

**Over 50 Percent of Chaplains
On Active Duty Today
Are Members of Naval Reserve**

Of those who were killed or died during those years, more than half were Reservists. Other figures are comparable. The winner of the highest award received by any Navy chaplain during the war was a Reservist, who was decorated with the Medal of Honor.

In Korea, of the 93 Navy chaplains who have been on active duty in the war area, one of every seven has been wounded, over half have been decorated. Here too, Regulars and Reserves have contributed their services and their lives in carrying out their responsibilities as members of the Chaplains Corp.

Although chaplains have been providing front line spiritual guidance and solace ever since there has been a Navy — the first commission as chaplain was received in 1777 — most of their work is of a less dramatic nature.

In addition to his functions as a clergyman, the chaplain is always available for counselling on problems perplexing the Navyman, and also takes an important part in the character guidance program which has been established at all Navy and Marine Corps recruit training stations.

To get the word to all Navymen, even those on small vessels and stations, some chaplains have become "circuit riders." Until 1948 only the ships and shore activities with large complements rated chaplains. This meant that thousands of Navy personnel assigned to smaller ships rarely had a chaplain's ministrations. Religiously speaking, if it were not for the circuit riding chaplains today, Navy men on the small ships would still be in the hard-to-reach category.

Now roving chaplains serve practically every type of Navy ship with too small a complement to rate a full time chaplain. Aboard Service Force ships, for example — the reefers, oilers and cargo ships — the present-day circuit rider travels more than fifty thousand steaming miles a year. Annually he ministers to thousands of men who without this unique system would lack a chaplain's services.

If you've been stationed on one of the smaller Navy vessels, you may have wondered why you haven't seen more of your chaplain. Here's how it works:

Battleships and the larger carriers (CVB) in the forward areas and hospital ships have two chaplains, one Catholic and one Protestant. De-



SHIP-TO-SHIP transfer is accomplished with bos'n's chair. Chaplain carries a crucifix and kit for rites.

stroyer tenders, sea plane tenders, submarine tenders, transport divisions and most repair ships usually have one chaplain, either Catholic or Protestant. A chaplain is assigned to the staff of each Destroyer Squadron Commander. The chaplain serves all ships of the squadron, spending a few weeks on each ship, rotating from one to the other. Chaplains on the staff of Landing Ship Flotilla Commanders sometimes serve as many as 70 ships. Circuit riding chaplains on the staff of the commander-in-chief of a Fleet are attached to service or supply ships for a particular cruise.

The chaplain is in a unique position because he is a direct and per-

sonal representative of his particular denomination and must be endorsed by his church before being commissioned as a chaplain. But he does more than represent one church. He is a constant reminder to all hands of the force of religion in daily life. He is the church, going with men wherever they go, sharing their dangers and loneliness. The chaplain is a living link between the Navyman, the church and family at home.

These duties and responsibilities require the services of a specialist. The chaplain is the religious specialist in the military service who not only conducts formal religious functions, but is the adviser to the commanding officer on all matters pertaining to religion, morale, morals, and character guidance. He conducts divine services in accordance with the customs, traditions and rules of his own church. He is also custodian of the sacraments and ceremonies of the church — such as communion, baptism, marriage and confirmation. He conducts funerals and such other services as required at home or on the battlefield overseas.

Today's chaplain is an ordained minister of his own denomination, and must have received a Bachelor of Arts and Bachelor of Divinity degree.

Since the beginning of the war in Korea, a program has been introduced which permits theological students, as well as medical and dental students, to continue their professional studies without interruption. Earlier restricted to Naval Reservists, since

CHAPLAIN conducts religious services on board a Coast Guard cutter as dawn breaks. Navy chaplains are attached to Coast Guard units during wartime.





IT'S A BOY! Chaplain brings Marine corporal news of son's birth. Right: A Jewish chaplain reads prayers to patient.

March 1952 this ensign probationary program has been opened to all theological students whether or not previously connected with the Naval Reserve. Upon completion of their professional studies, the probationary ensigns are given their choice of accepting a commission in the Regular Navy or accepting a commission in the Naval Reserve with the choice of active or inactive duty, if qualified.

If accepted for active duty, the new chaplain receives a thorough orientation into Navy procedure. Like all recruits he goes through "boot camp" now located at the chaplain's school at Newport, R. I., where he gets a generous dose of military and physical training.

In addition, he is schooled in Naval Orientation, Audio-Visual Aids, History of the Navy Chaplain Corps,

Navy Law, and first aid treatment.

Weekly field trips to nearby naval activities afford the new chaplain opportunities to observe the Navy at work and to see a demonstration of the chaplain's place in the general scheme of Navy life.

Reserve chaplains who come back on active duty attend the school refresher courses in the latest changes in Navy Regs and organization since their last period of active duty.

Like other Reservists, Reserve chaplains not on active duty have an opportunity to apply for two-week annual training duty tours—Some of this is performed by attending "seminars"—and they are required to earn a minimum of fifty points annually to qualify for retirement.

There are approximately 800 Regular and Reserve chaplains on active

duty in the Navy at the present time. Although a comparatively small group, the Navy chaplains have, for many years, exerted an influence for the betterment of the sailor's life far out of proportion to their actual numbers. Here are a few examples:

- When Chaplain Edward Mc Laughlin wrote an article in condemnation of flogging for an issue of *Sailors Magazine* in 1830, it caused so much resentment against this form of punishment that it was abolished in the Navy.

- It was Chaplain George Jones who was influential in introducing coffee in the Navy. In 1842, Jones wrote to the Secretary of the Navy offering to buy coffee if the Navy "would furnish conveniences for having it prepared." Not only was his offer accepted, but soon thereafter



DIVINE SERVICES are held on board USS Missouri in Korean waters. Right: Men kneel at rail during Communion.

coffee, cocoa, tea, dried fruits and other items were included in the food ration.

- A chaplain conducted school for midshipmen at the Washington Navy Yard 40 years before the Naval Academy opened at Annapolis. In three months Chaplain Robert Thompson taught his students enough navigation to enable them to pilot a ship to any known part of the globe.

- When steam pushed the sail into the museum, life at sea became easier. To help keep Navy men of the new era as fit and trim as their predecessors who "climbed the rigging," a chaplain in 1898 started the practice of daily setting up exercises for the crew.

- In 1899, two other chaplains played leading and important roles in founding the first Navy YMCA (Brooklyn, N. Y.)

- The premier of a movie aboard ship was shown to the crew of *uss Yankee* in 1903 by its chaplain. It was an instant hit and the men insisted upon sitting through repeated showings of the same film. (Allegations that this same film is still being shown throughout the Fleet are not true, however.)

- In 1919 the first Naval Academy Preparatory Class started at Newport, R. I. Under the coaching of two chaplains, many enlisted men won appointments to Annapolis.

Whether Reserve or Regular, the Navy chaplain is qualified and eager to help you in your personal problems and to provide you with the comforts of religion.

"Some men hesitate to approach the chaplain with their problems because they believe he will be shocked by what they have to say," according to Rear Admiral Stanton W. Salisbury, Chief of Chaplains, U. S. Navy. "That isn't true. Although he's no 'fixer' he is well trained to face your problems and to help you."

"But don't wait too long," Chaplain Salisbury says. "If you consider your chaplain solely as your last resort, you make it more difficult for both of you to solve your problems."

Wherever a Navyman may be, he continues to benefit as the Chaplain Corps accomplishes its mission: To protect, encourage, and train personnel of the Naval establishment in the realization and development of moral and spiritual values consistent with the religious beliefs of the individual concerned.



ANTIETAM'S CREW selected Marcia Owens, seven-year-old polio victim, to receive \$15,354 contribution on behalf of Crippled Children's Fund.

Antietam's Crew Digs Deep for Crippled Children

Crewmen of *uss Antietam* (CV 36) decided to make a donation to a deserving national charity during their tour of duty in Korea.

After some deliberation, they decided to help out crippled children. The 2750 officers and men dug deep and came up with \$15,354.10. Donors included members of Carrier Air Group 15, the air group embarked in the "Flying A."

A seven-year-old polio victim, Marcia Owens, was chosen to accept the contribution which was turned over to the Shrine Crippled Children's Fund. This fund pro-

vides hospital treatment for unfortunate youngsters throughout the nation.

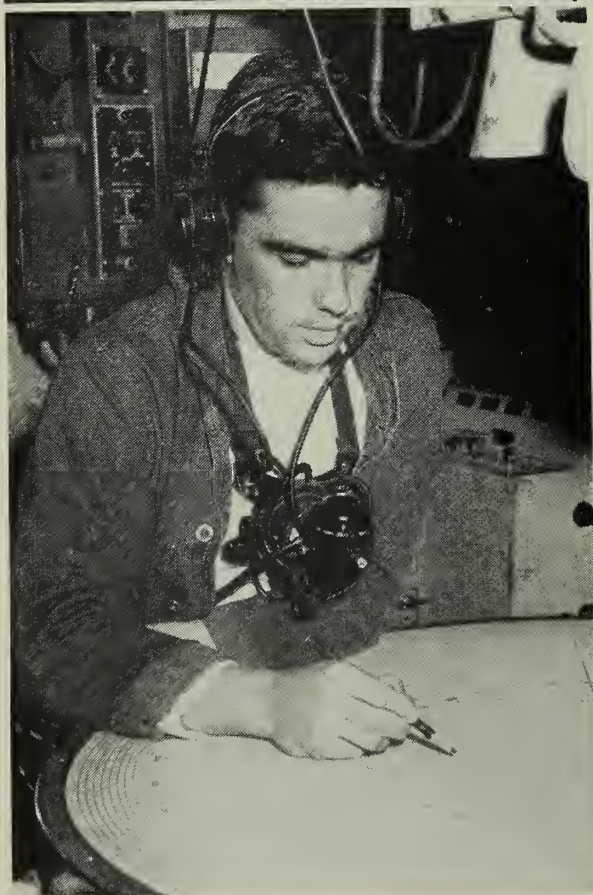
The large contribution did not go unheeded. When *Antietam* pulled into her berth at the Oakland, Calif., Naval Air Station, drill teams and a band representing the Crippled Children's Fund were on hand to welcome the home-comers. An additional treat was in store for returning Reservists serving in *Antietam*. The Oakland NAS and several USNR air stations provided planes for a special airlift and flew the Reservists to their respective homes.



FLIGHT DECK formation of white hats spells out amount of money collected by crew members of USS *Antietam* (CV 36) to help crippled persons.



THIS IS NO DRILL—Top left: Quartermaster gets a message from a sister DD coordinating action. Top right: In CIC, two radarmen check the ship's position on a chart. Below left: SA keeps plot of all aircraft in area. Below right: Gunnery liaison officer and plotter pinpoint a target before firing.



Navy Shore Bombardment

ABOARD the destroyer, a radio crackled as a call came in asking for help in silencing a Communist artillery battery which was entrenched on the eastern flank of the Korean ground front. The troops on the line had located the enemy battery but had been unable to knock it out.

The ship turned and headed for the trouble spot. Her gunnery team swung into action. This was old stuff to them — shore bombardment missions have now become routine for most destroyers, cruisers and battleships in the Korean theater.

The radio transmitter continued to bark out the details from the fire control party ashore. In the ship, men in main plot cranked the proper inputs into their computer. Fire controlmen, sitting in their director high on the superstructure, trained the mechanism on-target.

A quartermaster on the bridge checks his navigation chart for possible shoal water near the beach. Radarmen in CIC watch their scopes as the radar antennas sweep the area. The gunnery liaison officer, sitting at a plotting table in CIC, keeps his eye on the developing plot before him, feeding information to the fire control officer in plot.

As the destroyer approaches the beach, the enemy artillery opens up. The 120mm. shells splash near the speeding tin can. The skipper orders the helm thrown over hard and the

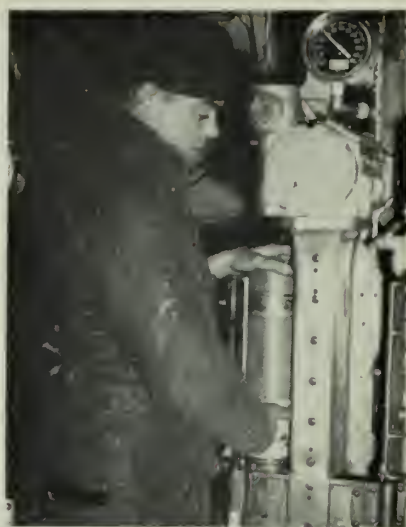
destroyer swerves out of the line of fire. Now the destroyer opens up herself. Five-inch shells streak toward the Communist position. After a moment a cloud of dust rises where the enemy battery had been.

A voice breaks into the radio circuit, "Nice work, boys. Scratch one artillery battery."

It is shore bombardment missions like this that have made smooth-working, battle-tested teams out of the gunnery departments of destroyers like *uss Beatty* (DD 756), whose gunnery team is shown in action on these pages. *Beatty*, a veteran of five months in Korean waters, recently returned home with Destroyer Division 122.

Other destroyers which have participated in shore bombardment missions have made some rules of their own. Take, for example, *uss Halsey Powell* (DD 686). On at least two missions against the Reds, *Halsey Powell* sent ashore her own landing force to reconnoiter and spot the ship's five-inch fire.

On one occasion, two boats from the destroyer, armed with a 75mm. recoilless rifle and two 3.5-inch bazookas, sneaked in behind the island of Hwa near Hungnam to blast enemy warehouses and barracks. Well-aimed shots from the marauding boats started fires in the structures, fires that burned brightly for eight hours afterwards.



LOADING UP—Handler, above, puts 5-inch shell in a lift. Below: Shellman in mount takes it from the hoist.



'FIRE ONE.'—Into the breech goes the powder case. Right: Five-inch shells speed on their way to the target ashore.

Track, Field Stars Win Spots on Olympic Team

As this issue went to press, most Olympic teams had been chosen. Still to be selected, however, were members of the decathlon, rowing, water polo and swimming and diving teams of which some of the members were expected to be Navy men. Next month's sports coverage in ALL HANDS will include a complete round-up of the 1952 Olympics and the part played in the competition by athletes of the Navy and Marine Corps.

The Navy and Marine Corps placed four men on the 1952 U. S. Olympic track and field team—a team which its coach, Brutus Hamilton, called the best in a long line of great American track squads.

The athletes who were to represent the U. S. on the cinder paths and greensward were chosen at the Olympic tryouts held in Los Angeles, Calif. A previous meet, the Armed Forces Track and Field Championships, held the week before, at Long Beach, Calif., had determined the 1952 service champions as well as the service trackmen who would compete at Los Angeles.

The top Navy athlete to compete at Helsinki, according to the form he showed at Los Angeles and Long Beach, may be a 22-year-old Marine Corps private first class from Arizona, Bill Miller, who walked off with first-place honors in both meets.

Miller, who is part Indian and a

graduate of Arizona State College, seems a strong contender at the Olympics. He hurled the long spear 235 feet 8½ inches at Los Angeles to beat the next-best javelin man by a foot and a half. He became the Armed Forces champion by flipping it 233 feet at Long Beach and, in his best toss to date, he previously bested the current Olympic record by throwing the javelin 239 feet 3½ inches in a meet at Compton, Calif. The Olympic record is 238 feet 6¼ inches.

The javelin throw in the Olympics has usually been dominated by the Finns and the Swedes who have won the event every year except 1936 when Germany took it.

Miller is an all-round athlete. At this writing, he is participating in the decathlon Olympic tryouts at Tulare, Calif., against Olympic Champion Bob Mathias and others.

Another man to make the Olympic team is Lieutenant (junior grade) Kenneth Weisner who came in second to Walter Davis of Texas A&M in the running high jump.

Davis eased himself over the high bar at 6 feet 9 inches while Weisner did 6 feet 7½. The Olympic record for the event is 6 feet 7 15/16 inches. Weisner, formerly an athlete at the University of Marquette, is now a Navy dentist.

Another Navyman to earn himself a spot on the team—also a field-events

man—is Lieutenant (junior grade) Sam Felton. Felton, a former standout for Harvard University in his collegiate days, heaved the 16-lb. hammer 182 feet in the Olympic tryouts to place second behind Martin Engle of the New York Pioneer Club who threw it 182 feet five inches. The Olympic record is 185 feet 4 3/16 inches.

The only Navy trackman to gain a spot on the squad is Art Barnard, SR, who took third place with a 14.2 effort in the 110-meter high hurdles. Harrison Dillard of Cleveland was first in 14 seconds flat and Jack Davis of Southern California was second in 14.1.

Ironically, this was the event in which Dick Attlesley, now a Navyman and holder of the world's record, was expected to be a strong contender. Attlesley had taken second place in the armed forces meet the week before, but failed to make the Olympic team when he finished last in his heat at Los Angeles. The former Southern California flash suffered a pulled leg muscle indoors and has never regained his old form.

Here is a run-down on the Navy and Marine standouts at the armed forces meet which led up to the Los Angeles tryouts. The first three men in each event qualified for the tryouts.

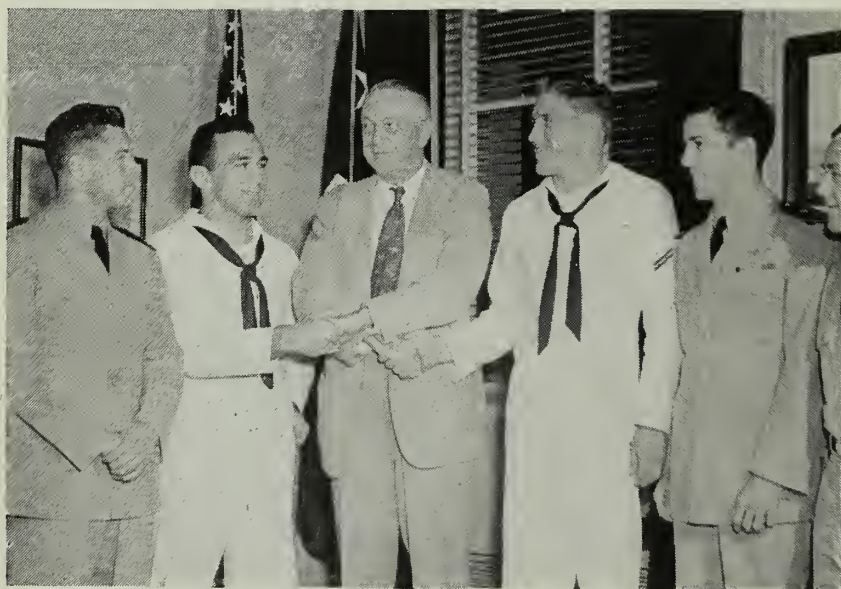
The Navy took top honors at the Armed Forces Track and Field Championships held at the Veterans Memorial Stadium at Long Beach. The boys in blue collected 73½ points to the Army's 70 and Air Force's 49½. The winner of each event was crowned 1952 champion of the armed forces.

Joe Farina, of NavSta Long Beach, took first place in the 16-lb. hammer throw with a flip of 146 feet 5½ inches. Paul Sivvile of the Camp Pendleton Marines, took third with a toss of 109 feet 11 inches. (Felton did not participate in the meet.)

Jim Hollingsworth, NTC San Diego, took a second in the shot put, hurling the lead ball 51 feet 3½ inches. The Air Force's Otis Chandler won the event with a 52-foot 9½-inch toss.

The 5000-meter run was an All-Navy show. Jim Brown and Gene Haynes, both of the Navy Olympics, took first and second. John Stearns, MCRD San Diego, placed third. Winning time: 15:16.6.

Ray Lopez, NTC San Diego,



OLYMPIC WRESTLERS get send-off from SecNav. L-to-R: LTJG J. A. Fletcher, J. J. Krufka, AT2, Secretary Kimball, Dan Hodge, SN, and LT J. Henson.

placed second behind the Air Force's fleet Mal Whitfield, reigning Olympic champion, in the 400-meter run. The Navy's Roger Norgren, NTC San Diego, took third place. Whitfield's time: 47.7.

In the pole vault, Bobby Smith, MCRD San Diego, topped the timber at 13 feet 6 inches for first place. (James Southworth of the Air Force did 13 feet 6 inches too but missed more times than Smith). Don Coupens, NTC San Diego, made 13 feet even for third place.

In the running high jump, Ken Weisner slipped across the bar at 6 feet 6½ inches to win the event. Jack Razzeto, Navy Olympics, took second. Jim Gilchrist, Quantico Marines, placed third.

Ronald Drummond, NTC San Diego, threw the discus 155 feet 9 inches to take second place in that event. Jim Cook, Army, won with 156 feet 3 inches.

In the 110-meter high hurdles, the Army's Billy Anderson beat Attlesley and Barnard in that order. Anderson's time: 14.3.

The Navy's top dash man, Floyd Dennis, of NTC San Diego, placed second behind Jim Gathers of the Air Force twice, once in the 100-meter dash which Gathers won in 10.7, the second time in the 200-meter run which Gathers gathered in with a winning time of 21.6.

Other Olympic qualifying events in which all places were taken by the Army and Air Force were the 800-meter run, 400-meter hurdles, running hop-step and jump and the 1500-meter run.

The 400- and 1600-meter relays were also run, but not as Olympic qualifying events. Both runs were won by Navy quartets from NTC San Diego. In the 400-meter event, Frank Buxton, Charlie Bacon, Floyd Dennis and Jim Kelly teamed up to win it. In the 1600-meters, Roger Norgren, Ray Lopez, Cy Taylor and Bob Smith brought home the bacon.

Late Tryouts Qualify

In late tryouts, another Navyman and three more Marines have joined the Olympic teams.

The Navy representative is Edward Sanders, SN, a heavyweight boxer. The three marines are Lieutenant Colonel Emmett Swanson, Major Harry Reeves and Staff Sergeant William McMillan, all members of the U. S. Olympic rifle and pistol squad.



Photo by R. A. Snyder, QMQ1, USN.

STAGGERED by Leatherneck Eldridge Thompson, Washington's Lawrence Green is about to lose decision in All-Navy vs. D. C. Golden Gloves bouts.

Navy Boxers Win D. C. Bouts

A team of All-Navy boxers won 10 of 14 bouts against the District of Columbia Golden Gloves champs in a special exhibition match in Washington. The meeting was arranged as a benefit performance in connection with the American Olympic Fund campaign. The Navy squad was selected from among boxers undergoing training for Olympic games qualification.

There were 10 main bouts and four alternate matches, resulting as follows:

- **Flyweight** (112 lbs.): Billy Hill (D. C.) decisioned Willard Ira (Navy).

- **Bantamweight** (119 lbs.): Joe Gilchrist (D. C.) decisioned Milton Hanson (Navy).

- **Featherweight** (125 lbs.): Gene Osborne (Navy) decisioned Al Morton (D. C.).

- **Lightweight** (132 lbs.): Richard Rall (Navy) decisioned Jim Hanbury (D. C.).

- **Light-Welterweight** (139 lbs.): Charles Ayala (Navy) decisioned Dave Zimmerman (D. C.).

- **Welterweight** (147 lbs.): Rudolph Gwin (Navy) decisioned Willie Davis (D. C.).

- **Light-Middleweight** (156 lbs.): Sam Williams (Navy) knocked out Maurice Johnson (D. C.) in 2:25 of second round.

- **Middleweight** (165 lbs.): Eldridge Thompson (Navy) deci-

sioned Lawrence Green (D. C.).

- **Light-Heavyweight** (178 lbs.): Jesse Barber (Navy) decisioned Aubrey Greenhow (D. C.).

- **Heavyweight** (any weight): Norvel Lee (D. C.) decisioned Kirby Seals (Navy).

The results of the alternate bouts were:

- **Bantamweight**: George Wood (D. C.) decisioned William Faulkner (Navy).

- **Light-Middleweight**: Edward Kennett (Navy) decisioned Ward Sullivan (D. C.).

- **Light-Heavyweight**: Charles Butler (Navy) decisioned Ray Tucker (D. C.).

- **Heavyweight**: Henry Ebron (Navy) decisioned Edgar Smith (D. C.).

None of the above boxers was able to survive the subsequent national final eliminations conducted at Kansas City, Mo.

Marines on Puerto Rico Team

Two U. S. Marine Corps athletes will compete not for the U. S. but for Puerto Rico in the 1952 Olympics.

They are Jaimey Annexy-Fajardo, Pfc, usmc, of Camp Pendleton, Calif., the Central American, South American and Puerto Rican champion in the 16-lb. hammer throw, and Frank Rivere-Paniagua, Pfc, usmc, of Camp LeJeune, N. C., who will compete in the 800-meter run at the request of the Puerto Rican government.



MUSCLE MEN — Three crewmen on board *uss Valley Forge* add inches to their biceps by working out regularly with weights in the carrier's machine shop.

Here and There on the Alleys

First Naval District bowling honors for 1952 were won by keggers representing ComNAB, NAS Quonset Point, R. I. It was the second 1st ND title in a row for the Quonseteers. Newport, R. I., rollers placed second, the Portsmouth, N. H., team third, and the Boston, Mass., Naval Base fourth.

Up on Alaskan alleys, NAS Kodiak rolled over Adak's pinmen for the 17th ND trophy. Kodiak's William Bragg, SN, USN, who had never

bowled until this year, took the singles championship. Adak annexed a consolation prize by copping the doubles award.

In a unique telegraphic bowling tourney, Naval Supply Center, Pearl Harbor, T.H., collected a blue ribbon over NSC Norfolk, Va., in a match that called for adding-machine confirmation. The Pearl pin-poppers tallied 4,876 against Norfolk's 4,811.

The 12th ND alley trophy went to bowlers of Naval Station, Treasure Island, Calif. Naval Air Station Alameda, Calif., was second, Moffett Field third, and San Francisco Marines fourth.

In a week-long ComServLant title match, *uss Tutuila* (ARG 4) topped seven other finalists to garner the 1952 Atlantic Fleet Service Force bowling cup. Finishing in order behind *Tutuila*, were *uss Cadmus* (AR 14), *uss Amphion* (AR 13), Cargo Handling Battalion No. 5 and *uss Aucilla* (AO 56) (tied for 4th place), ComServLant Staff, *uss Briareus* (AR 12), and ComServRon TWO.

In 11th ND bowling contests, the district finals in the women's competition was taken by Waves of NTC San Diego. The men's Northern Area Championship award was won by Naval Station, Long Beach.

The 1952 champions of the 6th ND are the alleymen of Naval Station, Key West. Others competing in the finals were teams from Pensacola, Charleston, Parris Island, and Green Cove Springs.



OLYMPIC HOPEFUL Rhoads brothers, David (left) and Ronald, are two of nation's speediest bike racers.

Cruiser Team Takes Golf Title

Club swingers of *uss Los Angeles* (CA 135) are winners of the 12th Naval District Golf Championships. The cruiser golfers took first place in the team section of a two-day tourney which saw 162 entrants tramping over the Richmond (Calif.) Golf and Country Club meadows.

In a preliminary series of matches leading to the district finals, *Los Angeles* players posted wins over *uss Juneau* (CLAA 119), *uss Frank Knox* (DDR 742), Mare Island Naval Shipyard, NSC Oakland, and NAS Alameda.

Navy Aids Young Baseballers

The fourth annual Jax-Navy Baseball Training Camp was conducted by naval personnel and local authorities at Naval Air Station, Jacksonville, Fla.

The jointly-sponsored NAS-City of Jacksonville project offers community youths from 12 to 15 years of age an unusual opportunity to learn the fundamentals of the nation's favorite sport from the ground up. More than 1,500 boys have attended the camp since its inception in 1949.

An annual feature of the program is the advice and instruction offered by numerous major league diamond personalities from Florida spring training camps.



TRIS SPEAKER signs autograph for kids at a baseball clinic sponsored by city of Jacksonville and Jax NAS.

San Diego Wins ND Track Title

For the second year in a row, track and field artists of Naval Training Center, San Diego, have annexed the 11th Naval District Track Championships.

NTC scored 165 points, nearly twice as many as the combined tallies of four other team entries.

Final team-point tabulation was: NTC San Diego, 165; Marine Corps Recruit Depot, San Diego, 54½; Camp Pendleton, 27½; Port Hueneme, 4½; and Point Mugu, 4.

NTC's 165 points broke the meet record of 103 set last year also by NTC.

Sports Field Honors Navy Hero

A new athletic field at Pearl Harbor submarine base was dedicated recently by Secretary of the Navy Dan A. Kimball to the memory of Philip J. Gabrunas, a Navy hero of World World War II.

Gabrunas, a chief motor machinist's mate of Dorehester, Mass., was posthumously awarded a Silver Star medal for heroism in the November 1943 *uss Sculpin* (SS 191) incident.

The sub had been badly battered by several Japanese destroyers about 200 miles northeast of Truk, and her skipper, CDR John P. Cromwell, USN, asked for volunteers to assist in scuttling the ship when it seemed she might fall into the hands of her attackers. Chief Gabrunas was one of a group of 12, including Commander Cromwell, who voluntarily completed the scuttling but lost their lives, going down with the ship.

Chief Gabrunas had been an enthusiastic participant and well-known figure in Pearl Harbor dungee athletics. The field honoring him contains three softball diamonds and a regulation football field.

Agana Flyers Are Tops in Sports

Currently holding titles in basketball, baseball, football, and wrestling, the Agana Naval Air Station Flyers lay undisputed claim to the top spot in the Island of Guam Athletic competition.

Meeting and continuing to conquer the best teams Navy and Air Force units can field against them, the Flyers are hopeful of finishing the 1952 season with a successful defense of their present laurels.

SIDELINE STRATEGY

Clambakes and steamed-clam parties are becoming so popular at NAS Whidbey Island, Wash., that the station newspaper (Prop Wash) carries a regular feature called *The Clam Digger's Tide Chart*. Official low-water times are listed for the week, along with suggestions as to the best diggin' spots. Incidentally, speaking of clams, the expression "happy as a clam", is not a complete simile without the additional words "at high water" or "at high tide." That's when the clam is supposed to be happy. You just don't dig for clams in *high* water if you know anything about the business. Raking around in a clam flat even when the tide's out may be pretty much of a backbuster. If you don't think so, try it.

* * *

Rifle and pistol records (service and civilian alike) are broken so frequently by sharp-shooting Marines that a fellow could devote nearly full time to keeping the records straight.

Earlier this year, a recruit trainee, Pvt. William L. Sheckler, from Sparta, Mich., stepped up to the firing line at San Diego's Camp Matthews Rifle Range and banged out a new MCDR record for recruit M-1 rifle qualification. Sheckler, now a pfe at Camp Pendleton, scored 240 points in 50-round fire. Of the 50 shots, 42 landed in the bulls-eye (five points each), six in the four-point

ring, and two in the three-point circle.

Although two other recruits at San Diego also had fired a 240 in the past, the nod as undisputed "boot" champ was given Sheckler in view of his additional outstanding recruit firing-range accomplishments. Among these was a "possible" of 50 points (10 straight bulls-eyes) at the 500-yard line, 43 at the 200-yard line, another 43 at 200 yards (rapid fire), 44 in slow fire from the 300-yard line, and 48 in 300-yard rapid fire.

Less than a month later, and before we could get into print with the Sheckler story, along came a rootin' shootin' Texan from Dallas, recruit Pvt. Gerald Murphee, to establish a new Camp Matthews' mark almost before the smoke of the "old" record firing had settled.

Private Murphee also scored a total of 240 points in 50-round fire, but bettered previous qualification marks in other events. He shot a 45 out of a possible 50 points in 300-yard slow fire; a perfect score of 50 points in slow fire from the 500-yard line, and in rapid fire at the 200- and 300-yard lines; and a 45 out of 50 points in the standing off-hand position from the 200-yard line.

No doubt there'll come a day, when that 240-point tally, set four times in the history of the Matthews' range, will be toppled by some sharp-eyed, sure-fingered recruit. But that will be another story.—E. J. Jeffrey, JOC, usn.



Books: Navymen Read Plenty of 'Em

"GOT ANY GOOD BOOKS?" A blue-jacket poses the question—long familiar to Navy librarians ashore and afloat—at the check-out desk of his library.

Usually the answer will be a quick "yes," followed by a listing of the latest novels, books on current events, sports, biography, history. The librarian won't be too surprised, however, if the sailor says, "I'd rather have a copy of Spinoza's *On the Improvement of the Intellect*."

Navy men are prodigious readers. Collectively, they tackle nearly three million new books a year — that's about 20,000 different titles—with subjects ranging from science fiction and natural history to who-done-its and how-to-do-its.

The Navy has its hands full trying to fill book requirements for professional and general information, to supplement formal training and for leisure time use.

Books are bought through the Library Services Branch of the Bureau of Naval Personnel. This unit selects many new titles each month from advance copies sent out by publishers. Virtually every book published or marketed in the United States, which seems likely to interest Navymen, is reviewed.

Whenever possible, Navy specialists review books in their particular fields. For example, a Bureau of Aeronautics expert is likely to be



WELL-STOCKED shelves on board USS Albany (CA 123) provide a wide selection of reading fare for the crew.

asked to read and comment on a book about jet planes.

Since the Navyman himself is the person to be satisfied, the library staff encourages each activity to request special books needed for its collection. Individuals may also write in, suggesting books they would like to have in ship or station libraries. It must be remembered, however, that not all requests can be granted. Certain limitations—imposed by such

things as the "budget" and "good taste"—must be observed.

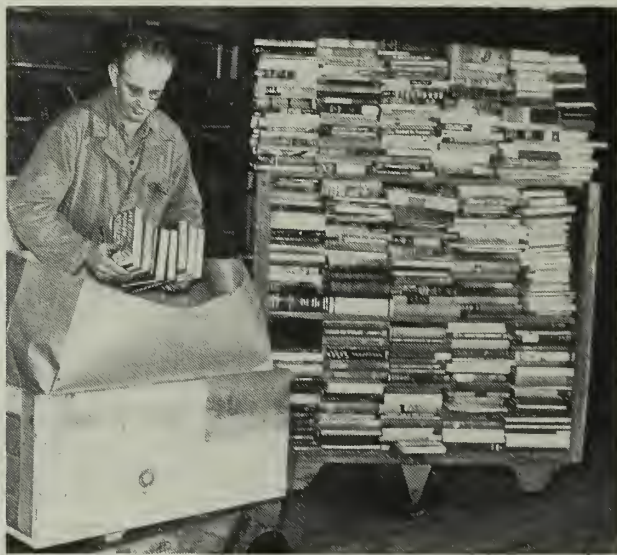
Once the books are selected and purchased, the Bureau of Supplies and Accounts takes over. Volumes are stored at NSC Oakland, Calif., and NSC Norfolk, Va., and are sent to ships and stations just like any other commodity. Under BuPers instructions these supply centers not only keep fleet issues moving but also supply "commissioning libraries" for new, or reactivated, ships and stations.

As a starter, a new ship or station is issued a basic collection of all kinds of books, including the required technical volumes. Pro-rated at one and one-half books per man for ships and two books per man for shore stations, basic libraries fulfill the minimum requirements for a Navy library. Thus a carrier might receive 3,500 books, on commissioning, while a submarine would get about 200.

Regular monthly shipments of new titles increase the size of basic libraries about 50 percent. Few books are ever returned to the issuing points; they wear out.

The biggest problem in supplying books to the fleet is shipping. In competition with war materials, food and other supplies, books are bound to come out second.

Construction battalions and other advanced base units take books with them as part of their equipment.



BOOKMOBILE LIBRARY serves bluejackets at San Diego. Right: A shipment of books is packed at Oakland, Calif.

Front line Marine units cannot establish permanent libraries. Every effort is made to keep such units amply supplied with paper-covered books and magazines, however, which require less space and can be moved easily.

For the most part, personnel in transit on board troop ships or aircraft also make use of paper-covered books. A few transports, converted from luxury liners, are equipped with reading rooms and extensive library collections.

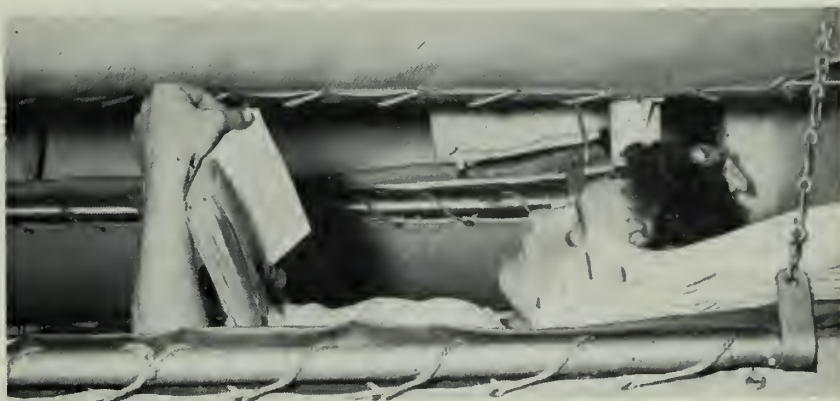
Sometimes the sailor can't come to the library and so the library goes to him. Ingenious ways have been developed to assure everyone of a chance to use the library. At San Diego, Calif., for example, the naval activity is so large that the library is not accessible to all men. A utility truck, of the milkwagon type, was pressed into service as a part-time "bookmobile" or mobile library. A ramp and specially designed portable bookshelves are added to convert the truck to a bookmobile for a few hours each day. In this way, about 350 books at a time can be taken to the far reaches of the sprawling naval station.

Next time you get a chance, drop in at your ship or shore library. If your taste runs toward "westerns" of the Max Brand or Zane Grey caliber or if you've been meaning to read Churchill's latest book or, perhaps, the *Forrestal Diaries*, your library can supply your reading wants.

Remember, Navy libraries have been established for you; put them to good use.



SLICK SYSTEM of filing is used by USS *Nereus* (AS 17) to keep track of all its books (above). Below: Sailor skims through a chapter before 'Lights Out.'



SHORE STATIONS have browsing alcoves like this one. Right: With a good book and a soft chair, sailor has it made.

LETTERS TO THE EDITOR

Retirement Pay and Civil Service Job

SIR: I have heard that a public law passed in the early 1930's forbids a retired officer from receiving payment from two sources in the federal government, that is, in drawing retirement pay an officer could not receive pay for civil service work. I understand, however, that this restriction does not apply to enlisted personnel.

In my own case, most of my 21 years' active service was in an enlisted status, although I retired as a lieutenant and am drawing the retirement pay of a lieutenant. In view of my ex-enlisted status, would I be authorized to draw pay from two government sources?—T.C.W., LT, USN (ret.).

• Section 212 of the Economy Act of June 30, 1932 precludes concurrent payment of retired pay based on commissioned rank if employed by an agency of the Government at a salary of \$3000.00 or more per annum. If employed at a salary less than \$3000.00, payment of that portion of your retired pay which when combined with gross civilian compensation will not exceed rate of \$3000.00 per annum is authorized. Retired pay based on commissioned rank may be waived while employed by the Government, and

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

payment thereof will be resumed upon termination of civil employment.

Concurrent payment of retainer pay based on enlisted rating and compensation as civilian employee is authorized. If eligible under applicable provisions of law for restoration to permanent enlisted status application therefor may be submitted to the Secretary of the Navy via the Bureau of Naval Personnel. If application is approved, such restoration is effective for all purposes only from date of approval, not from effective date of retirement. Upon restoration your status thereafter will be that of an enlisted man for all purposes and if recalled to active duty you would be recalled in enlisted rating.—Ed.

Aviation Greens for CPOs

SIR: I would like you to settle an argument between a shipmate and myself concerning the CPO aviation winter working uniform—the "aviation greens."

He maintains that we are allowed to wear them only while attached to an aviation unit. I say that a CPO in an aviation rating may wear them even though he may not be attached to an aviation unit.—W. B., Jr., ADC, USN.

• In accordance with Uniform Regulations, when the aviation winter working uniform is prescribed as the uniform of the day at aviation commands those persons required to possess this uniform (chief petty officers designated naval aviation pilots and serving in a pilot status) are required to wear it. Other personnel attached to the aviation command may wear the aviation winter working uniform but shall not be required to do so.

Chief petty officers designated naval aviation pilots and serving in a pilot status, not attached to an aviation command, may, as prescribed by competent authority, wear the aviation winter working uniform in connection with duties involving flying.

Chief petty officers holding an aviation rating, not attached to an aviation command, are not authorized to wear the aviation winter working uniform.—Ed.

Stars on Campaign Ribbons

SIR: I maintain that the stars in the various campaign and decoration ribbons must have one point pointing down and two pointing up. This is in accordance with USMC regulations. My colleagues at our recruiting office say that this may be true for marines but that it does not apply to Navymen. I say that the same rule holds true for both sailors and marines. Who is right?—J.G.L., SSGT, USMC.

• Paragraph 1531.1 (d) of U. S. Navy Uniform Regulations (1951) will prove your point. The publication Decorations, Medals, Ribbons, and Badges of the U. S. Navy, Marine Corps and Coast Guard (NavPers 15,790 Revised) also bears you out. Sect. 1, Para. 9-c, states, "Stars shall be placed upon the ribbon point down."—Ed.

Allowances for EMs in Marine Unit

SIR: Navy enlisted personnel ordered to duty with the Marine Corps are issued a complete marine sea bag, or provided with funds to purchase the required clothing. In addition, a monthly clothing monetary allowance, equivalent to the Navy clothing allowance is credited to the man. However, such a Navyman must maintain his Navy sea bag as well as his marine sea bag.

My question is this: should the Navyman also receive a monthly clothing allowance for his naval clothing while on duty with the Marine Corps?—C.E.B., HMC, USN.

• Naval enlisted personnel are credited with an initial allowance for Navy clothing upon enlistment and are paid a special cash allowance upon advancement to chief petty officer.

When a naval enlisted man is ordered to duty in a Marine Corps organization, he is required to wear the marine clothing, and he is further credited with a supplementary allowance for Marine Corps uniforms. Also, he continues to receive the same monthly cash clothing maintenance allowance. Since the individual is not wearing Navy uniforms, this maintenance allowance is to be used in maintaining the required outfit of marine uniforms. Should he be ordered back to duty with a naval unit, then the clothing allowance would be used for the upkeep of the required outfit of Navy uniforms.

Regulations issued by the Secretary of Defense preclude the payment of two clothing maintenance allowances.—Ed.

Eligibility for Commission

SIR: Is there any program whereby a man with my particular qualifications may obtain a commission while serving on active duty? I am a Naval Reservist and was in my senior year at college when ordered to duty last year. Also, I am unmarried and 26 years old.—H.S.F., QMQ3, USNR.

• From your letter it appears that you are eligible to apply for flight training in the Naval Aviation Cadet program. NavCads who successfully complete this training are designated Naval Aviators and appointed ensigns, USNR or second lieutenants, USMC.

Briefly, this program is for enlisted men in the naval service (sailors or marines) who have completed certain educational requirements, are unmarried and less than 27 years of age. A complete resume on this program is contained in ALL HANDS (May 1952, p. 48).

Should you meet the established requirements and desire to apply for this type training, your next step will be to contact your personnel officer for assistance in submitting an application.—Ed.

SIR: I submitted a request to BuPers requesting consideration for Submarine School and have received notification that I have been placed on the submarine eligibility list.

Is there any way I can find out where I stand on the list and approximately how long I will have to wait for orders? As of 1 April I was placed on the Shore Duty Survey List. If I am transferred from this station, will my name be deleted from the submarine eligibility list?—J.T.W., QM2, USN.

• Waiting lists for the submarine training and duty are maintained in given rating groups in order of the originating date of individual requests. Because of the fluctuation of requirements for certain ratings in the submarine force, it is not feasible to ascertain the status of any individual request on the waiting lists.

You will be ordered to submarine training duty when your request reaches the top of the quartermaster waiting list and in accordance with the needs of the service.

Transfer from your present duty station will not cause the removal of your name from the waiting list.—Ed.

No Postgraduate Training for LDO

SIR: I am a limited duty officer designated as 1780. Can you tell me the requirements necessary to be designated as an unrestricted line officer?

Also, would it be possible for an LDO to qualify for postgraduate training, provided he can meet the educational requirements? — L.D.P., ENS, USN.

• Even though series 1700 officers of the Aeronautical Organization normally occupy billets of the 1300 series, these officers are not considered eligible for any of the postgraduate training courses available to series 1300 and 1500 officers. Limited duty officers are a group of highly qualified and experienced officers whose previous service and marked abilities have recommended them for commissioning. They in effect, compete among themselves for advancement and for promotion purposes and are considered as a separate category of line officers. For these reasons, you are not eligible for postgraduate training.

Regulations governing the transfer of LDO to other categories are contained in BuPers-MarCorps joint Ltr. 29 Mar 1950 (NDB, January-June 1950). Briefly, a candidate must have served one year in his LDO category; be junior to the rank of lieutenant commander and not have served more than three years in the rank of lieutenant; and meet physical requirements for category for which he is applying.—Ed.

First Successful Catapulting of a U. S. Navy Plane

SIR: Can you tell me the date when a U. S. Navy airplane was catapulted for the first time? While I was on duty at the Navy Yard Pensacola, Fla., in 1914 or 1915, I witnessed what I believe was the first successful catapulted flight. A catapult was rigged on a coal barge and was operated by a large air cylinder with air supplied by a bank of several more high pressure air cylinders. Am I right in believing this to be the first catapulting?—G. A. E.

• When the idea of catapulting a plane was first advanced, according to History of United States Naval Aviation by Turnbull and Lord (Yale University Press, 1949), no one knew what such rapid acceleration might do to the human body, but Lieutenant Theodore G. Ellyson, USN, was willing to risk it. On 31 July 1912, he climbed into a pontoon-equipped seaplane and was shot along a wharf at Annapolis, Md. Halfway down, as he reached flying speed, the nose of his pontoon became airborne, but the rear end of the plane dragged until a cross-wind tipped him neatly over into the Severn River. Lieutenant Ellyson himself was uninjured but the plane was badly damaged.

However, on 12 Nov 1912, this time using a modification of the same device, which had been installed at the Washington, D. C., Navy Yard, Ellyson's hydro-aeroplane became airborne in a matter of seconds and flew off at 35 miles an hour. A month later he succeeded again, this time with a flying boat.

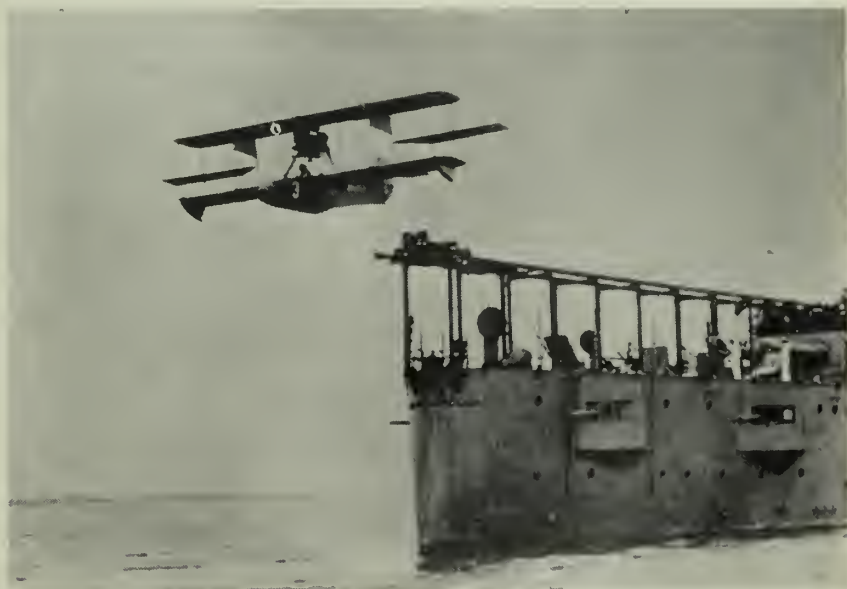
The next year, Secretary of the Navy Josephus Daniels established a special board of naval officers headed by Cap-

tain W. I. Chambers, USN, to "prepare a comprehensive plan for the organization of a Naval Aeronautic Service."

Since your letter refers to a launching from a barge, the following, quoted from a biography of Admiral P. N. L. Bellinger, USN, might be of interest: "February 1915. Launched a plane from catapult, mounted on coal barge, at Pensacola, Fla.—the first test of a catapult since Lieutenant Ellyson was launched at the Washington Navy Yard in 1912. The catapult had been redesigned from the one used by Ellyson."

The first catapult of a plane from a ship underway took place in Pensacola Bay, Fla., on 5 Nov 1915. The Navy's AB-2 biplane was launched successfully by an experimental catapult rigged on board USS North Carolina with Lieutenant Commander Henry C. Mustin, USN, at the controls. The operation was not a complete success, however, because of mechanical defects in design, and this catapult later was removed. Modified designs, later erected on board other vessels, were also unsatisfactory because their cumbersome equipment interfered with firing the ship's guns.

On 18 Nov 1922, Commander Kenneth Whiting, USN, at the controls of a PT—a single-engine torpedo plane—was the first to be catapulted from an actual aircraft carrier when his plane was catapulted from the Navy's first carrier, USS Langley, (CV 1). However, it was not until 1934, with the advent of the flush-deck-type catapult powered by compressed air, that the device became a really dependable and much-used means of carrier launching.—Ed.



AN EARLY LAUNCHING of an airplane from a U. S. vessel underway took place when this Navy AB-3 flying boat was catapulted successfully from USS North Carolina.

Recruiting Duty List

SIR: Is it possible for me to find out how much sea duty is credited to the Number One man on the Recruiting Duty Eligibility List for a certain area in the U.S.? I have been on the eligibility list for a little over a year and would like to know approximately what the waiting period will be.

Also, I would like to know if all ratings of pay grades E6 and E7 are placed on an equal basis and listed for the city of their choice.—S.L.M., FT1, USN.

• As requests for recruiting duty are received every day, the Recruiting Duty Eligibility List is continually changing. Therefore, it would be impractical to give the amount of sea service to which No. 1 man is credited.

Assignments to recruiting duty are governed by availability and length of continuous sea duty since last tour of shore duty. Men in pay grades E7 and E6 are assigned to recruiting duty on an equal basis of eligibility, when a billet is open in one of the three cities

of their choice, whichever becomes available first.

The latest tabulation to show how EMs stand on the SDEL is published in ALL HANDS, April 1952, p. 44 and 45. However, this list does not include applicants on the Recruiting Duty Eligibility List, which is maintained separately.—Ed.

CPO Cash Clothing Allowance

SIR: On 16 Feb 1942 I was advanced to chief quartermaster from first class, but I did not receive a monetary clothing allowance upon this advancement. At that time was there a cash clothing allowance payable to those advancing from PO1 to CPO?—W.M.C., QMC, USN.

• Prior to the Pay Readjustment Act of 16 June 1942, there were no provisions for the payment of a monetary clothing allowance to EMs upon advancement to chief petty officer. That act brought in the "chiefs' initial clothing allowance."—Ed.

Shipping Household Effects

SIR: I was recalled to active duty from the Fleet Reserve. Am I entitled to transportation of household effects within one year to a place I will call my permanent home when I am again transferred to Fleet Reserve? At that time will I be allowed weight at present enlisted rate or allowed weight for the highest commissioned grade previously held?—C.W.R., TMTC, USFR.

• Members on active duty who receive orders to transfer to Fleet Reserve are entitled to shipment of household goods within prescribed weight allowances from the last and/or any previous permanent duty station and/or place of storage to home (as provided by Joint Travel Regulations, para. 8009-6). For this purpose the term "home" means the place which you select as your home for the purpose of receiving mileage or an allowance for transportation as the case may be, for your travel. Shipment is authorized within one year from the date of transfer.

If you avail yourself of the right to ship your household goods to the selected home upon transfer to the Fleet Reserve and you are recalled to active duty, you are entitled to shipment from the home to the first permanent duty station. Upon release from active duty, shipment is then authorized from the last permanent duty station to the home at the time of recall. In instances where a member is transferred to the Fleet Reserve and shipment of household goods is not made to the selected home within the time limit prescribed by the Joint Travel Regulations due to recall to active duty, shipment of household goods is authorized to a selected home upon release from active duty.

Weight allowance is authorized for the grade or rate you hold at time of detachment.—Ed.

WO Garrison Cap Devices

SIR: I have a question on the display of cap devices and grade insignia on the garrison caps (sometimes known as "overseas caps") of warrant officers. Does the July (1952) uniform change mean that the cap device will be worn on the left side of the cap and the gold bar on the right? In other words, does the old saying "rank on the right, corps on the left" hold true for garrison caps as it does for collars?—B.E.J., CWHHC, USN.

• The saying is partly true, the rank being displayed on the right. Commissioned warrant officers now wear (on their garrison caps) the miniature cap device on the left side and the collar-size grade insignia on the right. Warrant officers now wear on their garrison caps a miniature of the device worn on the combination cap (crossed anchors) on the left side and the collar-size grade insignia on the right.—Ed.

Special Provisions For Range and Masthead Lights

SIR: There has been considerable discussion among the quartermasters of our destroyer squadron concerning the position of the masthead light and the range light on destroyers of the Allen M. Sumner (DD 692) class.

Some of us maintain that the light on top of the pilot house (the lower and forward light) is the masthead light. Others hold that the light on the fore part of the mast (the upper and after light) is the masthead light. Naturally neither group maintains that both lights could be masthead lights. We realize that what isn't the masthead light must be the range light. Can you straighten us out on this subject?—J.R.B., QM2, USN.

• Destroyers and destroyer types of the Allen M. Sumner class mount the masthead light on the fore part of the mast. The range light is mounted on top of the pilot house. In this manner these ships differ from the usual shipboard arrangement where the after and higher light is the range light and the forward and lower light is the masthead light.

The peculiar construction of these ships' top hamper necessitates the

reversal of the usual order. Authority for this is granted by the Act of Dec. 3, 1945, (59 Stat. 590), as extended by Act of Mar. 5, 1945, (62 Stat. 69.)

A directive entitled "Waiver of Navigation Lights for Naval Vessels of Special Construction" issued by the office of the Judge Advocate General gives information on this subject. This directive is contained in the 1948 Cumulative Edition of the Navy Department Bulletin.

The above mentioned statute provides that any requirement as to number, position, range of visibility, or arc of visibility of lights required under specified navigation statutes shall not apply to any vessel of the Navy where the Secretary of the Navy shall certify that by reason of special construction it is not possible for that vessel to comply with the statutory requirements.

It also requires such exempted vessels to comply as closely to the requirements of the applicable statutes as the Secretary shall find to be feasible and that certificates executed in this connection by the Secretary of the Navy are published in Notice to Mariners and in the Federal Register.—Ed.



NORMAL ARRANGEMENT



ALLEN M. SUMNER CLASS

Requests for Shore Duty

SIR: I have eight years of continuous sea duty behind me and am expecting soon to receive orders to Bureau shore duty. I would like some information about requesting cancellation of these shore duty orders—in the event that I do not desire the duty assigned.

In line with this, how much sea duty can a man claim when he resubmits a request for shore duty (after requalifying)?—C.W., ADC, USN.

• The authority on this subject is BuPers Circ. Ltr. 36-50 (NDB, January-June, 1950). In Part I (paragraph 5) it is indicated that a man who requests cancellation of his orders to a normal tour of shore duty (which has been issued as a result of his own request) is required to requalify prior to submitting another request for shore duty.

The sea duty requirement for aviation branch ratings is two years. Consequently, you would be required to serve on sea duty two years from the date of cancellation of orders before submitting another request for shore duty.—Ed.

Souvenir Books

In this section ALL HANDS prints notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with the order.

• **uss Burton Island (AGB-1):** A cruise book in word and picture of the Bering Sea Expedition 1952 and of the icebreaker *Burton Island* with its crew of 263 officers and men who sailed with her on the successful winter operation. A limited number of these cruise books are available for the purchase price of \$3.00 and may be obtained by writing to the Public Information Officer, *uss Burton Island* (AGB-1), Fleet Post Office, San Francisco, Calif. Enclose money order or check to cover purchase price of each request.

• **uss Waller (DDE-466):** This cruise book takes you on a journey aboard the "Mighty Mite" around the world through both peace and war. The picture story of *Waller* describes how the ship was taken out of the mothball fleet, practically rebuilt from the maindeck up, recommissioned on 5 July 1950, then did her part in the Korean conflict. The book has been distributed to over 300 men, but approximately 25 copies remain. Copies may be obtained by sending a money order or check for \$5.00 per copy payable to *uss Waller* (DDE-466) Welfare and Recreation Fund and mailed to Ensign S. C. Olin, Cruise Book Editor, *uss Waller* (DDE-466), Fleet Post Office, New York, N. Y.

FRs Living Outside USA

SIR: May a man upon transferring to the Fleet Reserve after 20 years' service take up residence outside the United States—in Australia, for instance?—R.R.D., EM1 (SS), usn.

• An EM transferred to the Fleet Reserve after completing 20 years' service may reside for periods of one year outside the U.S. upon approval of his request to do so by the Chief of Naval Personnel. Permission thus granted may be renewed at the discretion of the Chief of Naval Personnel. Complete information on this subject is contained in BuPers Manual (Art. II-9303).—Ed.

Leyte Loves Small Fry Too

SIR: I would like to joust with ALL HANDS about an article in the May 1952, issue (Navy's Soft Heart Makes Small Fry Happy, pp. 12-14.) In this article my ship, *uss Leyte* (CV 32) was not mentioned. Yet, the "Leading Leyte" is up with the leaders when it comes to entertaining and helping children. How come?

As part of the ship's "international public relations program," carried out while the ship was in the Mediterranean, youngsters—mostly orphans—were given parties at Gibraltar and in various ports of Italy, as well as in Greece and Turkey. Each group entertained numbered more than 200. The grand total was 884. Since her return to the U.S., the ship has conducted tours for groups of grade school children and Cub Scouts. These tours have been topped off with ice cream and cookies. This figure runs well over 500 stateside youngsters who have received a favorable impression of the Navy.

Recently while in the Med, the crew thought it would be a kindly gesture to take up a collection of "pin money" to present to an especially deserving orphanage in the States upon the ship's return. While the money was being collected, orphanages were screened in an effort to determine the most deserving. It was not easy to settle on any one orphanage—so many of them seemed worthy.

The Hillcrest Children's Home in Portsmouth, Ohio, was finally chosen. We sent this orphanage a check for \$1,561.25, to be used for new kitchen facilities—W.A.O., PNI3, USNR.

• The generosity of the crewmen of "Leading Leyte" is certainly deserving of mention. In its May issue, ALL HANDS attempted to give a number of typical instances in which Navy ships and stations had provided for the "health and comfort" of small fry the world over. Doubtless there were many others (in addition to the 25 or so ships, stations and activities that were mentioned), who looked after youngsters in one manner or another.—Ed.

Refunding Reenlistment Bonus

SIR: I have a question on refunding part of a reenlistment bonus. It concerns a man with 18 years' active naval service who reenlists for six years and is paid the reenlistment bonus of \$360. Suppose he transfers to the Fleet Reserve (and is released to inactive duty) after completing four of those six years. Would he be required to refund a portion of the bonus for the two years he did not serve in an active duty status?—E.P.T., PNC, usn.

• A Fleet Reservist released to inactive duty prior to the expiration of the number of years service for which his bonus was paid comes under a condition of separation that requires a refund. Consequently, he would have to refund a proportionate part of the bonus.

This amount is computed by multiplying the total amount of the bonus by the ratio that the unexpired portion of the enlistment bears to the total period for which the bonus was paid. A discussion of this subject can be found in ALL HANDS, May 1952, p. 43, in an article entitled "Men Separated Before End of an Enlistment Must Repay Part of Their Bonus."

The refund mentioned above applies only to the reenlistment bonus which, in effect, is payment for future service. It does not apply to the reenlistment allowance, which in effect amounts to payment for past service. Such being the case, the man who receives a reenlistment allowance (\$50 for each full year) is not subject to the refund.

One of the main provisions of the reenlistment allowance is that the man reenlist within three months after being discharged from an enlistment entered into prior to 12 Oct. 1949.—Ed.

One-Day Leaves

SIR: May annual leave be granted for a period of one day? For example, may it be granted to start at 0800 on 10 Aug 1952 and to expire at 0800 on 12 Aug 1952 — this leave to be counted as one day?

This question arose in a discussion of Chapter Six of the BuPers Manual. No minimum amount seems to be authorized. —R.M., YN1, usn.

• Leave for one-day periods may be granted. Return from such a short leave must be made before 0900, however. As Article C-6313(1) of the manual states: "Day of departure, whatever the hour, is counted as a day of duty; the day of return is a day of leave, except when such return is made before 0900, in which case it shall not be counted as a day of leave."

Leave is charged on the basis of the number of days actually taken, Article C-6402(9) of the manual refers to this.—Ed.

'Longevity' and Rotation

SIR: We have been having an argument at my command concerning longevity. Can a man have his longevity accumulate during his years of service? In other words, can a man let his longevity build up (drawing only his original base pay) and then collect the accumulation when he is paid off?

Another argument concerns the subject of rotation. Is a man serving at an overseas duty station eligible for return to the same overseas duty station after he has been rotated back to the States? For example, I am now serving on Okinawa and will be returned to the States in a few months. I would like duty again on Okinawa after a tour of stateside duty. —R.M.C., PNSN, USN.

• *The answer to your first question is "No." The increase in base pay authorized upon completion of a specific number of years' service must be credited at the time of completion of such service. It cannot be permitted to accumulate. In general, periodic service pay increases (which replaced "longevity" in servicemen's pay) occur every two years for a rate.*

Now for your second question. Your assignment, as with other assignments, will depend on the needs of the service. Assignment of enlisted men to overseas duty in the Pacific is made in accordance with ComServPac Instruction 1300.3A of 31 Jan 1952. Briefly the eligibility requirements call for the applicant to:

(1) Have completed at least one year of continuous sea duty since last serving on shore duty or on overseas service.

(2) Indicate willingness to obligate himself at the time actually ordered overseas for the period required to complete a normal tour (USN personnel only).

(3) Have sufficient obligated service and in addition agree to remain on active duty for the complete tour of overseas

service (USNR personnel only).

Finally, the applicant must not be in a transient status at the time the application for overseas service is submitted.

Even though a man will not be ordered until he meets the full requirement of one year, he may submit a request for overseas duty after six months continuous sea duty.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *First Marine Division*:—The annual reunion will be held at the Mayflower Hotel, Washington, D. C., on 8, 9 and 10 Aug 1952. For further information contact Herbert McCallen, 655 East 14th Street, New York 9, N. Y.

• *uss Mitchell (DE 43)*:—Members of this ship will hold their second annual reunion in Tiffin, Ohio, on 12, 13 and 14 Sept 1952. Former ship's company members not yet contacted should write for particulars to "Mitchell Reunion," 130 Wall St., Tiffin, Ohio.

• *uss LST 315*:—All members of ship's company interested in planning a reunion are invited to write to L. B. Christian, c/o Christian Printing Co., Durham, N. C.

• *uss Dunlap (DD 384)*:—Former members of this ship interested in a reunion should write to James W. Bone, Box 144, Richmond, Va.

• *USN Armed Guardsmen of World War II*:—Members of the Armed Guard during World War II interested in planning a reunion may write to William Monnot, USN Armed Guard Assn., World War II, 324 E. 143 St., Bronx 51, New York, N. Y.

• *uss Pennsylvania (BB 38)*:—Former ship's company members interested in a reunion at a time and place to be decided should contact Ralph J. Hopkins, 3362 B South Wakefield St., Arlington, Va.

• *uss Mount Vernon Association*: The 34th annual reunion and dinner will be held at Hotel Lenox, Exeter Street, Boston, Mass., on 6 Sept 1952. All former shipmates of the "Queen of the transport service, World War I" interested in attending should contact Lawrence A. Sands, 18 Symmes St., West Medford 55, Mass., or Earle M. Marston, 28 Vane St., No. Quincy 71, Mass.

• *uss Brooklyn (CL 40)*: Former officers and enlisted personnel of the commissioning crew interested in a reunion in New York City in the early fall of this year may contact William H. Albright, 1056 Cross Avenue, Elizabeth, N. J.

• *Bomb and Mine Disposal Alumni*: Graduates and staff members who wish to attend the seventh annual reunion on Sept. 12, 13 and 14th this year at the Edgewater Beach Hotel, Chicago, Ill., may make reservations by writing direct to the Edgewater Beach Hotel, Chicago, Ill. Preliminary inquiries should be addressed to Bomb and Mine Disposal Alumni, P.O. Box 62, Princeton, N. J.

In your particular case, one year of continuous sea duty would have to be completed before you could become eligible for another tour of overseas service. And in the event that you wish to extend your present tour of duty in Okinawa, the above-mentioned ComServPac Instruction also provides for the extension of current tours of overseas duty.—Ed.

-----Cut or tear on this line and mail to address given on blank-----

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Washington 25, D.C.

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Distinguishing Marks—Fids to ABCs

DISTINGUISHING MARKS—of one sort or another—have been a part of the Navy enlisted man's uniform for over 100 years. In 1841, insignia called "distinguishing marks" were first prescribed as part of the official uniform.

An eagle and anchor emblem—forerunner of the rating badge—was the first "distinguishing mark." In 1841, boatswain's mates, gunner's mates, carpenter's mates, masters-at-arms, ship's stewards and ship's cooks were authorized to wear this insignia on their right sleeve. The same device was to be worn on the left sleeve by quartermasters, quarter gunners, captains of forecastles, captains of tops, captains of after guards, armorers, coopers, ship's corporals and captains of the hold.

Eleven years later, these so-called "distinguishing marks" were altered to include a one-inch star placed one inch above the eagle and anchor insignia.

In 1866, the first specialty marks in the history of the U. S. Navy were added to the uniform of enlisted personnel. The specialty marks were a representation of instruments used by the various specialists in performing their tasks. The specialty marks might be considered the "father" of the distinguishing mark, although they bear little resemblance to the distinguishing mark of today. Typical of these "distinguishing marks" of nearly a century ago was the fid, a vertically placed design to indicate a sailmaker's mate. (The fid is a conical piece of wood or metal used in marlinspike seamanship.)

Certain other "distinguishing marks" were authorized for enlisted personnel in the Uniform Regulations of 1869. Naval apprentices were required to wear the letter A on the right or left sleeve of jackets and frocks—"according as they belong to the starboard or port watch." The apprentice mark was to be worn halfway between the edge of the sleeve and the elbow.

The same regulations required ship's writers to wear the letter W on the front of the left sleeve of their jackets and frocks. Ship's schoolmasters wore the letter S on the front of the left sleeve of their jackets and frocks. These insignia were later changed and classified as specialty marks.

"Watch marks"—another early form of distinguishing mark—were also prescribed in the 1869 Uniform Regulations. According to the directive, "The first part of the watch will wear one bar made of white tape or blue material, according to the color of the frock, one-half of an inch wide and one inch and a quarter long, to be placed horizontally on the front part of the sleeve, one inch below the shoulder seam. . . . The starboard watch will wear the watch marks on the right arm, and the port watch will wear them on the left arm."

In 1886, when rating badges were established, some 15 specialty marks were also provided to cover the various ratings. On 1 April 1893, petty officers were reclassified and the rating of chief petty officer was established.

The first of the distinguishing marks as we know them today also appeared in 1886. The mark—a bursting shell—was authorized to be worn by every enlisted man, regardless of rating, who was also qualified as a seaman gunner. The mark was to be placed upon any other rating badge which a seaman gunner was entitled to wear (see illustration). If the man was not a petty officer, the sea-

man gunner's mark was to be worn in place of the rating badge.

The seaman gunner's distinguishing mark has lasted through the years and is included in today's *Uniform Regulations* although the qualifications are not currently active.

By this time, the distinguishing mark had come to denote a specific qualification in addition to the qualifications required of a specific rating. All but one of today's distinguishing marks serve this purpose.

Uniform Regulations listed 16 specialty marks for the various ratings in 1905. In addition, five distinguishing marks were authorized:

- *Seaman gunner.*

- *Gun captain*—an enlisted man "regularly detailed by the commanding officer of a vessel as a gun captain, except at a secondary battery gun, shall wear the distinguishing mark (a gun) on the other arm than that on which the watch mark or rating badge is worn, midway between the shoulder and elbow, axis horizontal, muzzle pointing to the front."

- *Gun pointer*—an enlisted man who has "qualified as a gun pointer, second class, shall wear this mark on the other arm than that on which the watch mark or rating badge is worn. . . ."

- *Hospital apprentice mark*—a Geneva cross of red cloth . . . to be worn by hospital apprentices in place
(Continued on page 34)

Distinguishing Breast Insignia

Six breast insignia are authorized for enlisted personnel who have qualified as Naval Aviation Pilots, Combat Aircrewmen, Parachutists, or in submarines, or who hold a certificate of qualification as a Balloon Pilot or who have been awarded the Submarine Combat Patrol Insignia.

The breast insigne for enlisted personnel is the same as that worn by officer personnel in comparable specialties except in the case of the submarine insignia. Submarine insignia for enlisted personnel may be either a silver-plated metal pin or an embroidered insigne. Officers wear a gold-color submarine insigne.

According to Uniform Regulations, breast insignia will be worn on the left breasts of coats, khaki shirts (when coat is not worn) and blue and white jumpers.

When worn alone, these insignia will be centered immediately above the pocket. When one insigne is worn with ribbons the insigne is to be centered immediately above the ribbons. If an enlisted man is qualified to wear two insignia with ribbons, one will be centered immediately above the ribbons and the other immediately below.

The Naval Aviation Pilot and Submarine insignia take precedence over other aviation and submarine insignia, respectively. When aviation and submarine insignia are worn, the insigne of the service in which the person is currently serving shall be uppermost. If the EM is not serving in either service, the insigne earned first is to be worn uppermost.

INSIGNIA FOR SPECIAL QUALIFICATIONS



Advanced Underseas Weapons Man



Aircraft Gunner



Airship



Antiaircraft Machine Gunner



Assault Boat Coxswain



Aviation Utility



Naval Aviation



Bombsight Mechanic



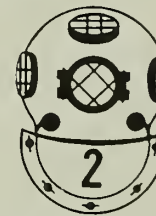
Master Diver



Salvage Diver



Diver First Class



Diver Second Class



Aircrew



Balloon Pilot

DISTINGUISH
WORN ON

Explosive Disposition

Fire Control

Fire Fighting

BREAST
WORN ON

S WORN BY NAVY ENLISTED MEN

ING MARKS

HT ARM



Gun Director Pointer and Trainer
and
Gun Pointer and Trainer



Gun Range Finder Operator



Ordnanceman



Master Horizontal Bomber



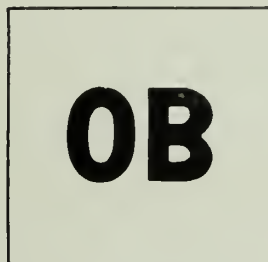
Mine Warfare



Mount Captain



Navy "E"



Ordnance Battalion



Rifle, Carbine, and Pistol Sharpshooter



Seaman Gunner



Sonar Operator

SIGNIA

T BREAST



Parachutist



Submarine



Submarine Combat Patrol

Distinguishing Mark Authorized for Assault Boat Coxswains

The establishment of qualifications for assault boat coxswains has resulted in the addition of another distinguishing mark. Twenty-five such marks are now authorized for qualified enlisted personnel.

The assault boat coxswain insignie consists of crossed plain anchors with an arrowhead superimposed horizontally on the anchor shanks. It is worn on the right sleeve with the point of the arrowhead to the front.

All enlisted men—except those in medical and dental rates—are eligible for qualification as assault boat coxswains according to Change No. 5, BuPers Manual. For a description of the duties and the training of ABCs see the story "Coxswains in Combat", p. 2, June 1952 issue of *ALL HANDS*.

In order to qualify as assault boat coxswains, personnel must demonstrate proficiency in certain practical factors and pass a written examination. Here are some of the practical factors involved:

- Perform coxswain's normal duties, supervise boat crew in hoisting and lowering operation, rig and secure all gear in a landing craft. Follow established procedure in handling all types of cargo including stowing in boat, hooking on for hoisting out, and for unloading on beach.
- Handle a landing craft in protected waters, coming alongside or casting off from vessel or pier. Observe all safety measures applicable to operation of the boat equipment, including ramp, sight ports.
- Use and identify boat signals, boat identification paddles, standard identification flags and insignia in connection with ship-to-shore movement.
- Maintain assigned station in all phases of ship-to-shore movement, employing knowledge of standard formations, distances and speeds used in assembly area, rendezvous area and in assault wave.
- Beach boat through moderate surf and retract, singly and in assault wave formation, using proper rudder and engine procedure.
- Rig, use and secure antibroaching lines in the proper manner. Demonstrate how to rig a broached landing craft for salvage. Demonstrate proper use of engines to avoid fouling tow lines, in assisting salvage boat.
- Demonstrate ability to render first aid, rig stretcher

slings and use other methods of hoisting casualties.

Some of the examination subjects are as follows:

- Nomenclature and use of hull fittings and equipment, cargo and personnel capacity, maneuvering and special hull characteristics, fuel capacity and fuel endurance of landing craft.
- Precautions and operating procedures relative to starting engine, normal and maximum safe motor temperatures, stopping and securing engine, and operation of bilge pumps and sand traps.
- Procedures and methods employed in embarkation of troops, loading and stowage of cargo, launching, hooking on and fueling.
- Boat signals, standard identification flags and insignia, and boat identification paddles used in connection with ship-to-shore movement; control vessel's signals and signal procedures employed in controlling the ship-to-shore movement. Debarkation communications and visual designations used for debarkation stations. Voice radio procedures.
- Standard formations, distances and speeds employed in assembly, rendezvous area and assault waves; procedures followed by boat group commanders and control vessels in directing and controlling ship-to-shore movement.
- Special maneuvering rules and precautions observed prior to and during landing and retraction through surf to avoid injury to troops, damage to propeller and rudder, swamping and broaching in surf while disembarking, and collision with other boats. Procedures for rigging boat for salvage and maneuvering to avoid fouling of propellers and lines.
- Beach markers and buoys used for marking channel and obstructions.
- Procedure for transferring personnel and equipment to LVTs direct or via transfer barges; procedure at transfer line.

Qualification—for those who meet the foregoing requirements and others set forth in the BuPers Manual, Article C-7409, Change No. 5—will continue for one year. Requalification, to avoid lapse in qualification, may be accomplished at any time. Requirements for requalification will be the same as for original qualification.

(Continued from page 31)

of the rating badge prescribed for petty officers."

• *Apprentice mark*—a figure-of-eight knot, two inches long, to be worn by all enlisted persons who have passed through the rating of apprentice in the Navy—but not to be worn by apprentice seamen or those who have passed through that rate.

By 1913, the number of distinguishing marks was increased to 13. Included under the heading of distinguishing marks were the "branch mark"—worn by qualified non-petty officers on the shoulder seam of the sleeve of the overshirt and jumper—and service stripes.

Distinguishing marks have undergone many changes through the years. It was customary, at first, to wear the distinguishing marks on the sleeve other than that on which the rating badge was worn. Rating badges at that time were worn on the right or left sleeve, depending

on whether the person concerned was on the starboard or port watch. Since 24 February 1948, all distinguishing marks have been worn on the right sleeve, between the shoulder and elbow.

There are now 25 authorized distinguishing marks, including the new one for the assault boat coxswain. All but one of these distinguishing marks symbolize special qualifications in addition to those required for the various ratings. In the case of the "Combat E," the distinguishing mark may indicate the receipt of prize money by crews of ships and aircraft squadrons or units, in connection with the awarding of the Battle Efficiency Pennant by the Chief of Naval Operations.

Future technological advances and changes in military and naval tactics may necessitate the changing of some of today's distinguishing marks—or may well result in the addition of still other insignia to the ever-growing list.

TODAY'S NAVY

Double Purpose Radar 'Eyes'

Radar-eyes that can see through darkness and clouds for distances up to 200 miles are now being installed on Navy transport aircraft.

The new collision-warning radar system screens a constant picture of everything in front of the plane, enabling the pilot to avoid other aircraft, mountains and bad storms. Operation of the system has been so simplified that pilots do not have to be trained electronic technicians to operate it.

Navy pilots using the new radar report that the device can be used as an accurate weather conditions indicator, too, as well as a means of avoiding collision. They say it has been used to pick up thunderheads and other severe weather hazards and help guide the plane around them.

For navigators, the new equipment affords use of ground-based radar beacons and aids in determining position by presenting on the scope a radar map of the terrain over which the plane is flying. This feature has proved invaluable to Navy pilots flying in regions where, under conditions of poor visibility, it provided their only means of navigation.

A selector switch permits the pilot to bring into view all obstacles and terrain within 5, 10, 30 100 and 200 nautical miles of his plane. On a recent flight from Westover AFB, Mass., to Frankfurt, Germany, the pilot of an Air Force C-97 reported that the first islands of the Azores were observed at a distance of 195 miles from an altitude of 17,000 feet. The entire chain of islands was mapped with excellent definition and navigation to Lages in the Azores by radar was easily accomplished.



RARE FOR NAVY — *uss Greenwich Bay* (AVP 41) wore white paint, used air-conditioning to beat 150-degree temperatures on middle eastern duty.

Specifications for the new collision warning radar system were prepared by the Bureau of Aeronautics and coordinated with the Air Force to include recommendations reflecting its experience with radar

Levels Target on First Try

A naval gunfire team operating ashore with the First Marine Division in Korea spotted an enemy target that demanded the attention of the 16-inch guns of a battleship, miles away.

A radio message gave the battlewagon the position of the objective. The ship fired its first spotting shot (or registration round) to line up the target—but there was no more target. The first round had been a direct hit.

Salt-Seasoned Seaman

Few recruits come into the Navy with as much sea duty behind them as John A. Blanchard, 20-year-old seaman from Portsmouth, N. H., a sailing ship veteran of some 45,000 sea-miles.

After deciding that college life was a little too dull, Blanchard signed up for a cruise with a movie-taking outfit in Gloucester, Mass., in September 1950.

As a crew member aboard Irving Johnson's brigantine *Yankee*, a 96-foot sailing ship which carried 16 crew members plus a doctor, Blanchard set sail from Gloucester. After stopping at Panama, the ship continued to visit various places in the waters of the Pacific, Asia, South Africa, the West Indies, Puerto Rico and Bermuda.

Deciding that he liked the sea, the young salt joined the Navy in June 1952, one month after *Yankee* returned from cruise; the equivalent of two circuits around the world. Although he learned a great deal about seamanship and picked up a few pointers on celestial navigation on his world cruise, Blanchard feels that the Navy can teach him plenty more about shipboard life.

YESTERDAY'S NAVY

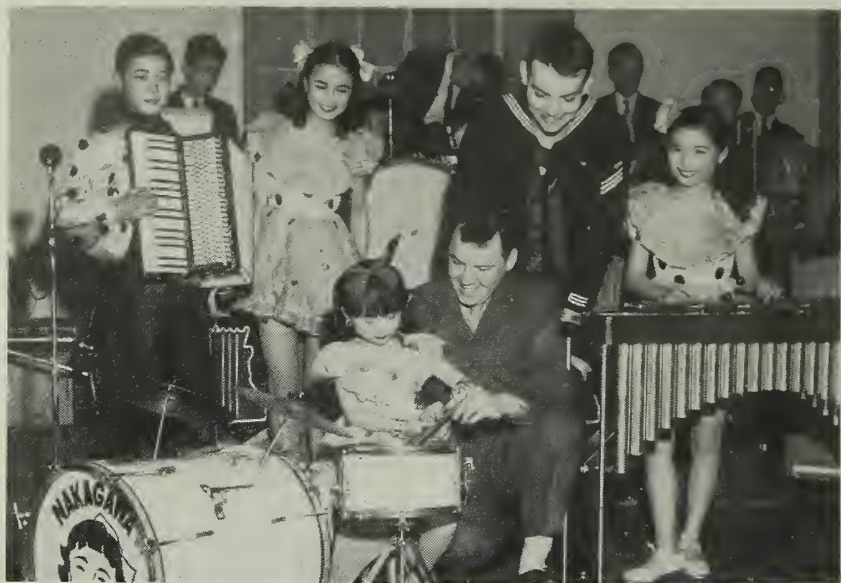


gunboats destroyed pirate stronghold at Barataria, La., 11 Sept-1 Oct 1814.

U. S. Navy ships among first to render aid when earthquake destroyed Yokohama and Tokyo, 2 Sept 1918. Six

SEPTEMBER 1952

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				



KID STUFF—Smallest member of a children's jazz band which played at the Tokyo EM Club shows men on ComNavFE staff how to handle the drumsticks.

Navymen Run City for a Day

"Fire Chief" for a day turned into a real adventure for a Navy boatswain's mate as civilians and Navy-men swapped places in a local celebration at Corpus Christi, Texas.

Inspired by the idea that local participation of service personnel and civilians in Armed Forces Day activities is designed to inform the country's citizens of the work done by its military men, Cabaniss Field, a small Naval Auxiliary Air Station on the outskirts of the Texas city, inaugurated an exchange that made real sense to the civilian executives and the sailors who took part. The exchange gave the Navymen a clearer idea of Corpus Christi as a city, and enlightened Corpus Christi citizens about the station, one of the Navy's two advanced training bases for carrier pilots.

The civilians reported aboard to assume ranks from "captain" to "lieutenant" and take over Navy duties ranging from commanding officer of the air station to heads of the various departments. The same day the Navymen filled city posts from county sheriff to traffic manager for a large department store.

Unplanned realism colored the experiences of the new "sheriff", "police chief" and "fire chief" when a big refinery exploded and burst into flame. Celebrations were halted and all hands turned to to help tame the fire. "Police Chief" Davis (a Marine Corps corporal) directed traffic, "Sheriff"

W. C. Graves (Navy Torpedoman) handled emergency calls but the day really belonged to "Fire Chief" Robert M. Burdette, BM3, usn.

Burdette got to the fire with the real fire chief, John Carlisle, seconds after the triple explosion jarred the city. He followed Carlisle everywhere—to the flaming fire wall, over the lines of hose, even on a helicopter ride over the raging inferno. Hours later, soot-stained and spent, Burdette summed things up with a breathless comment: "What a day to be fire chief!"

TDs Invent Navigational Aid

Pilots are praising an electric flight planning board designed and constructed by two enlisted men at NAS Oceana, Va., during their off-duty hours.

The men, Norman C. James and Walter L. Williams, both first class trademen, have designed an electric flight planning board as an aerological and navigational aid. It presents visually for the pilot distances, bearings, and weather along the entire route of his proposed flight plan, all at a moment's glance.

The device consists of a large display panel, on which a composite world aeronautical chart of the eastern half of the United States (East Coast to Oklahoma City) is superimposed. Seventy-two weather reporting points are also marked, each with a circular plastic opening. Behind each opening is a set of three lights, white, green, and red, which are projected through the plastic opening. The lights indicate the weather at each station, white for visual conditions; green for instrument conditions; and red for closed conditions. A measured chain and a magnetic grid indicator centered at Oceana afford distance and bearing checks.

Wires from the main panel lead over to a control panel, located immediately above the weather teletype machine. Here, each weather station is marked in a way corresponding to its map markings, and three switches



NOT AN ATOMIC BLAST—Small-arms fire from USS *Endicott* (DMS 35) sends explosives of a Communist mine mushrooming harmlessly toward Korean sky.

at each station control the colored lights.

As weather reports come in over the teletype, the operator switches on the appropriate lights for each weather station, thus giving pilots a running, up-to-the-minute weather picture at all times.

James and Williams constructed the device in 260 off-duty man-hours at a cost in materials of about \$200. The cost of manufacturing the device commercially is estimated at \$6000.

All-Service Brother Team

Four brothers — four services. That's the claim of the Rolfson brothers of Erlanger, Ky.

January 1951 was the date the first of them entered the service. This was Robert J., now a YN3, USN. He was followed in February by Larry D., presently a corporal, USA. A year later, in January 1952, both William D. and Gerald C. enlisted. William is a PFC in the USAF while Gerald is a PFC in the USMC. The present ages of the brothers in the order named are 20, 22, 19 and 17.

Robert J., the Navy brother, states that when some day they all get together at home, the house is sure to rock with arguments about which is the best service. But he adds with a smile, "Secretly, of course, they all know that the Navy is the best."



MIDSHIPMEN man a 40-mm antiaircraft gun during a simulated air attack drill on board USS *Rombach*. Alaskan cruise had 134 middies participating.

Fighter Auto-Pilot

Navy fighter pilots may soon be able to devote more attention to navigation and gunnery, thanks to a new automatic pilot.

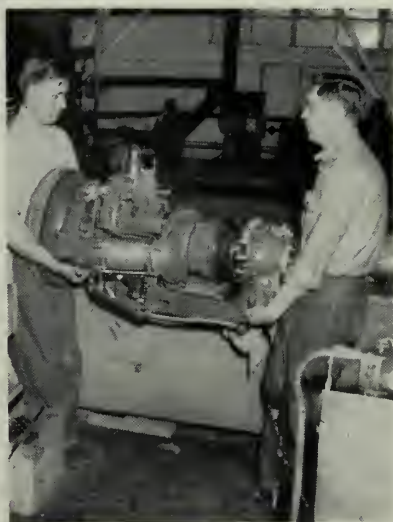
This device was developed under the sponsorship and to the specifications of the Bureau of Aeronautics for use in fighter aircraft.

The auto-pilot will hold a plane within a half degree of its course and will maintain the plane at the desired barometric altitude within a

25-foot tolerance at 10,000 feet. It will stabilize an airplane about its roll, pitch and yaw axes and will level off the plane from a climb or bank.

Gyroscopes and a compass feed electric signals into an amplifier. This, in turn, operates control surfaces to provide proper flight. Even though the auto-pilot may be in operation, the pilot can maneuver his aircraft by means of a miniature control stick.

New Gas-Turbine Engine Saves Weight and Space in Landing Craft



TWO men easily lift power package. New 212-lb gas turbine equals power of 2100-lb diesel.

A gas-turbine weighing only 212 pounds and capable of developing 160 hp, as much as a conventional diesel engine weighing 2100 pounds, has been tested for Navy landing craft at the Naval Engineering Experiment Station, Annapolis, Md.

The new unit, installed in a 36-foot LCVP, will save 1900 pounds of power plant weight and allow more men and equipment to be carried ashore during amphibious operations.

Due to the simplicity of the engine's operation, a crew of four can be taught to operate it in 10 minutes. A new engine can be completely installed by two men in approximately two hours. The engine can be torn down and reassembled in the short space of six hours. Maintenance is relatively simple since there are few moving parts.



PEPPY new gas turbine engine has 160-horsepower potential, propels LCVP at 12-knot speed.

All-New MSTS Transport

Navymen of the operating forces often see Military Sea Transportation Service transports steaming by or moored close aboard. However, not many go aboard for a look around. Here's the run-down on one of the newest MSTS transports — USNS (U.S. Naval Ship) *Barrett* (TAP 196) — which has joined the 65 other MSTS transports plying the world's seaways.

A large ship, she displaces 17,600 tons, is 533 feet long, has a 73-foot beam and a 27-foot draft. Her steam turbines generate the 12,500-shaft

horse power which accounted for the 21.5 knots she made during Navy acceptance trials. This speed makes her the fastest of all MSTS transports.

Another distinction of *Barrett*: she is the only fully-air conditioned MSTS vessel. This will prove a boon to the 2000 troop passengers. Her crew is composed of 196 officers and men, all employed under Civil Service. Also attached to the ship is a military detachment composed of line officers, Navy doctors, nurses and men of hospital corps, ships service and clerical ratings.

Barrett, like most MSTS transports,

currently will not limit its passengers to troops but carries dependents as well. The ship also carries dependents of Navy, Army, Air Force personnel and overseas government employees. For the benefit of the youngsters, incidentally, there is a play pen and nursery aboard.

Troop accommodations are a considerable improvement over those of World War II days. The usual six tiers of bunks have been reduced to three or four tiers. This means more space in between. Each bunk is provided with a life jacket, white Navy blanket, pillow and pillow case. Berthing compartments have their own scuttlebutts. Elsewhere on the ship are recreation rooms, libraries and movie projection rooms. Food is still served cafeteria style, but instead of standing at high tables, troops can now sit at adjustable-type, bench-equipped mess tables.

Barrett is the first all-new transport to be acquired by MSTS. Two sister ships, USNS *Geiger* and USNS *Upshur*, are expected to join MSTS in the near future.

"Dead Fish" is Retrieved by Paddling Paddlers

Crewmen of one of the newest destroyers in the Fleet got a taste of one of the oldest skills in the Navy when they had to paddle out to retrieve a torpedo.

The ship, USS *Meredith* (DD 890), was engaged in torpedo firing practice in the Virginia Capes operating area off Norfolk when it happened. After firing her torpedo, *Meredith* swung around to a course parallel to that of the torpedo and followed the missile to the end of its run.

As the expended "fish" lay bobbing in the water near *Meredith's* position, the usual preparations were made for its recovery. "Get the torpedo quick, before it goes down"—is always the by-word on a tin can during practice firing. If you linger, the tor-

pedo may lose buoyancy and plunge to the bottom of a sea—a several-thousand dollar torpedo lost.

The ship's motor whaleboat was quickly lowered into the water. Members of the torpedo gang piled in with the boat's crew. All was ready to retrieve the big fish. There was only one hitch. The boat's engine failed to turn over. The craft lay dead in the water.

Then, word came down from the bridge. "Retrieve that torpedo if you have to row out and get it."

The men in the boat did just that. They got four more paddles, added them to the four already in the boat, passed all eight around to willing hands. Soon the motor whaleboat was being propelled toward the torpedo to the tune of "stroke . . . stroke . . . stroke."



WHEN MOTORS fail, muscles take over. Crewmen of USS *Meredith* man oars to recapture a practice torpedo, reviving one of oldest Navy skills.

Nothing Nutty About This

A west coast shipyard is saving the Navy thousands of dollars by simply salvaging and reconditioning nuts.

The nuts are collected during the course of renewing flight deck planking on aircraft carrier conversions. It was suggested that they be salvaged and reconditioned for re-use. Tests later proved that the nuts could be made as good as new for less than three cents each. The catalog price for new nuts is 15 cents apiece.

Subsequently, 120,000 nuts have been salvaged from each CV converted. Result. A savings of some \$14,000 and 13,560 pounds of steel per ship.

Peary's Polar Cache Found

Four metal and wooden boxes full of supplies, left by Rear Admiral Robert E. Peary, USN, during his polar expeditions, have been uncovered by a crew of Air Force arctic explorers.

The cache was found on the northern tip of Ellesmere Island. It is said that this is the point where the 1909 Peary expedition left the last land and started a 500-mile trek over ice which eventually brought them to the North Pole.

Construction Begins on Atomic Submarine

Actual construction has begun on the Navy's first atomic-powered submarine. In a brief ceremony at Groton, Conn., marking the event, President Truman put his initials to the keel plate that will be installed in the new submarine's bow section.

The President said that the submarine, previously given the name *Nautilus* and the designation SSN 571, could well be the forerunner of atomic-powered merchant ships and airplanes, of atomic-powered plants producing electricity for factories, farms and homes.

He sketched the advantages *Nautilus* will have in underwater warfare. "The *Nautilus* will be able to move underwater at a speed of more than 20 knots," he said. "A few pounds of uranium will give her ample fuel to travel thousands of miles at top speed. She will be able to stay underwater indefinitely. Her atomic engine will permit her to be completely free of the earth's atmosphere. She will not even require a breathing tube to the surface."

Development of a power plant for the new submarine has been under way for some time under the direction of the Atomic Energy Commission. The power unit is built around an atomic reactor whose principle is

based on the tremendous quantity of heat given off during atomic fission. One pound of the nuclear sub's fuel will generate as much power as 2,600,000 pounds of coal or 360,000 gallons of gasoline, the Navy estimates.

A "diagrammatic" model of the submarine, unveiled by the Navy, shows how this heat is harnessed to drive the submersible. Huge tubes will conduct water to the reactor to be heated and then back to a generator to be turned into steam.

The steam will then flow to a turbine which will drive twin screws to propel the vessel through the water.

Nautilus will have shielding to protect its personnel from possible dangerous effects of the reactor.

Since the batteries and fuel load of the ordinary submarine will be eliminated in the Navy's first atomic-powered submarine, *Nautilus* will be more spacious than the run-of-the-deep sub.

'Copter Breaks Two Records

One helicopter that had a brief and unofficial life as a fighter plane, and reaped itself a pair of honors in the process, is the 'copter attached to Korea-operating *uss Bairoko* (CVE 115).

Ordinarily, whirlybirds are considered by carrier men to be rescue aircraft, but Lieutenant (junior grade) U. F. Jerduc, usn, the 'copter's pilot, decided to change all that.

The 'copter's standard method of landing — a vertical plop — rules it out as a candidate for an "arrested landing". Therefore, it is usually left out in the cold in the competition for honors.

Early one morning, his 'copter rose from the deck with a new gadget rigged to the bottom of its fuselage. It was a tail hook, designed to engage the arresting wires. It did. The plane landed in true fighter-plane style, winning double honors: first helicopter in the Navy to make an arrested landing and *Bairoko's* arrested landing number 11,000.

Recruits Tie for "E" Award

Two recruit companies of the San Diego (Calif.) Naval Training Center tied in competition for the coveted "Efficiency Award" trophy. This is the first tie in the history of the trophy.

Competition between the winners, Company 081 and Company 085, had been nip and tuck since the fifth week of their training. At the end of the total 11 weeks of training, Company 081 had won one battalion award and two regimental awards while Company 085 had won two battalion awards and one regimental award. In total number of points the two companies were separated by a mere one two-thousandths of a point, resulting in a "split."

The trophy is awarded on points earned in all phases of recruit training. Not given lightly, only five Efficiency Awards were presented last year. So far this year four companies have earned the right to carry the efficiency pennant.

Contest Winning Sailor Sings Duets With Himself

Most sailors confine their singing to the shower or the local ship or station smoker. Richard L. McMeekin, YN2, usn, goes about his singing somewhat differently. He sings duets with himself.

His favorites are *Cecelia*, *Slow Poke*, and *Baby, It's Cold Outside*, all of which he sings both in a deep bass voice, then a few octaves higher on the scale. And that's not all. To lend a professional air to these performances, he accompanies himself on the piano.

McMeekin has made good use of his ability. Three times this veteran of five years' naval service has walked off with first prize in the "Stars in Khaki and Blue" show sponsored by a major network. On this show he competed with professional-caliber finalists from all branches of the armed services. The prize each time was a gold wrist watch for the contestant and a console model radio-phonograph combination for the contestant's duty station. In McMeekin's case, this is the Arlington, Va., Naval Barracks.

As a result of his triple-win, the duet-singing sailor has been awarded a recording contract on trial, and is scheduled to do his act on a nation-

wide television or radio broadcast.

McMeekin came to his specialty in a round-about fashion. Starting as a pianist, he began to sing as he banged out numbers on the keyboard. For a little variety, he tried impersonations. The next step was to alternate his high and low voices on the same number. He's been doing it ever since—first for his shipmates, now on the big time.



SINGING SONGS with himself—Richard L. McMeekin, YN2, lets go with his 'other' voice in duet style.



INVENTORS Gil Montgomery, Bill Gallaher and Maurice Wood pose before their dreamboat. Unique sled defied the skeptics—it worked just fine.

Ingenious 'Aero-sled' Skims Over Snow at 50 mph

"It Won't Work" is the name given to an aero-sled constructed by men of the U.S. Naval Construction Battalion, Detachment 1801, located at Point Barrow, Alaska.

The craft is powered by a salvaged 95-horsepower automobile engine which feeds through two salvaged jeep differentials to a Piper Cub 85-horsepower propeller brought by the enterprising Seabees in Fairbanks.

The men designed a windshield of one-quarter inch plexiglas. The body is made of one-quarter inch plywood, mounted over one-half inch angle iron. The main frame was converted from a discarded portable welder.

Completed in about three months, during the Seabees' off duty hours, "It Won't Work" works, and has an estimated top speed of 50 miles per hour.

Islanders Treat "Can" to Luau

When *uss Nicholas* (DDE 449) steamed into the harbor of Hilo, Hawaii, after a six-month tour of duty in Korea, its crewmen were told that they had been invited to a luau by the islanders.

A luau, the older "Hawaii hands" aboard told *Nicholas'* newer sailors, is to a Hawaiian what a clam bake is to a New Englander and a barbecue to a Westerner. It's a Hawaiian feast with a capital "F".

Doing things up brown, the Hilo-ans had arranged for not one, but two luaus for the fighting sailors.

As the ship put over its mooring lines, the crew was greeted in typical "Aloha" fashion: Hawaiian music, hula dances and orchid leis. The Mayor of Hilo presented the escort destroyer's commanding officer the city's keys (made of native koa wood) as a symbol that all of Hilo was un-

locked to *Nicholasmen* on their four-day holiday.

In preparation for the luau, the islanders wrapped a pig in tropical ti leaves, lowered it into an imu (pit) over hot, porous stones and damp soil. After roasting for several hours in the underground oven, the well-done pig was ready. Many of the Navy guests arrived early to watch the opening of the pit and to taste the meat before the feast.

During the luau, each course was served by hula dancers who had not long before played roles in a Hollywood movie, "Bird of Paradise."

In addition to the luau, the crewmen enjoyed a tour of the island, the largest of the Hawaiian group. They visited the Kilauea Volcano, Lilioukalani Park, Kau Desert, the Chain of Craters and Rainbow Falls. All in all, the tin can Navymen decided, it had been a royal welcome. — James Peeples, JOSN, USN.

Order of 'Hurriphooners'

Before the hurricane season runs its course this fall some of the "Hurricane Hunters of Weather Squadron Two (VJ-2) at NAS Jacksonville, Fla., may have the opportunity to fly through a tropical storm whirling at 100 knots or better and thus qualify for membership in the squadron's unique and exclusive "Century Club".

New members of the club (which is also known as the "Not So Ancient Order of the Hurriphooners") will receive a scroll inscribed with the appropriate date, latitude and longitude where they qualified. The scroll bears the legend: "At wave-level height, this member has battled forces of Neptunus Rex and aerial elements of the Chief High Gremlin to a standstill."

Signed by the "Most Exalted Hurriphoon Hunter" and the "High Hurriphoon Cloud Sniffer", the scroll is decorated with hurricane flags, anchors, mermaids, cherubs blowing winds on a spinning globe and PB4Y-2s, the big four-engine landplanes flown by the Navy's storm-watchers.

The club was started by Patrol Squadron 23, which operated out of Miami in a part-time weather squadron status until early this year when the unit was transferred to new duty.

At that time, VJ-2 was organized at Jacksonville on a full-time basis.

The members of the "Century Club" now number about 75, six of whom are Miami newsmen who made their qualifying hop last year. The 20 members in VJ-2 form the nucleus of the group while the rest of the members have scattered to the four winds.

Far-Reaching Benefactor

While their ship was cruising far away in the Persian Gulf, crew members of the *uss Maury* (AGS 16) answered an appeal from the New York Boys' Athletic League to send ten underprivileged boys to summer camp.

Maury, a hydrographic ship, was on a nine-month voyage when her crew received a letter from the league asking for a helping hand. Distance from home was no deterrent and the response was immediate. The crew contributed a total of \$300. The ship's skipper, Commander C. J. Heath, USN, presented the check to the youngsters in person when the ship returned to the New York Naval Shipyard in Brooklyn.

As an extra treat, the camp-bound boys were taken on a tour of the ship.

It's Time to Eat

Have you ever wondered how much food it takes to feed the crew of one ship at a single meal? Take the 33,000-ton *uss Leyte* (CV 32) for example.

Feeding the average family of three or four can be a problem these days, but *Leyte's* family of 3,000 mouths means a full day of planning for the commissary officer and his staff of cooks, bakers, butchers, and storekeepers.

Taking everything into consideration, it has been estimated that it would take a two and one-half-ton truck to carry all the groceries required to feed the *Leyte* family for one meal.

The menu for a typical dinner on the flattop includes soup, salad, meat, potatoes, vegetables, bread, crackers, and dessert. That's a well-rounded meal for anybody's table. Let's see how these courses break down into individual preparations.

To fill 3000 bowls with vegetable soup requires 140 pounds of fresh vegetables, 50 gallons of meat stock, and 120 pounds of canned tomatoes. While the soup's on the fire, some 1000 pounds of lettuce must be trimmed and cut for the salad.

A favorite choice among the crew is baked ham with pineapple sauce. That calls for approximately 1500 pounds of meat. An equal amount of baked sweet potatoes; and 700 pounds of canned vegetables round out the main course.

The bread aboard *Leyte* is the bakers' pride and joy. This fact is reflected in the way it is consumed. The evening meal ordinarily requires about 800 one-pound loaves and another 150 pounds of crackers.

For desert there's strawberry pie topped with ice cream. The bakers have to provide 375 pies—more than the average local main street bakery puts out in two days. The ingredients that go into the pies are 746 pounds of fruit, 150 pounds of flour, 75 pounds of shortening, 35 pounds of starch, 90 pounds of granulated sugar, and six pounds of salt.

While the pies are baking, ice cream, 200 gallons of it, is dug out of the deep freeze.

When all these preparations have been completed, it's time to sound mess call bringing the men to one of the biggest morale builders in the Navy—good food. And this is the case 365 days a year, three times a day, wherever the ship is operating.

Japanese Film Solves Mystery of Loss of USS Edsall

A motion picture sequence discovered in a reel of Japanese film captured in 1945 has solved the mystery of the *uss Edsall* (DD 219), a "four-piper" destroyer which disappeared en route to Australia in March 1942.

No *Edsall* personnel were ever recovered, although five bodies found at the Japanese POW camp at Kendari, Celebes, were identified as part of her crew of 153 men. The next of kin of these five men were notified. No further information concerning the fate of the ship was ever recovered until the finding of this film.

After participating in the delaying actions following the fall of the Philippines, *Edsall* left Tjilatjap, Java, headed for Port Darwin, Australia, and was never heard from again. She was sighted once south of Java with Japanese carrier planes in pursuit, and until after the war it was assumed that she had been lost by aerial attack. After V-J day, war logs of two Japanese battleships, *Hiei* and *Kirishima*, were found claiming credit for the sinking, but neither claim was sustained.

The motion picture sequence was discovered while the Navy and the National Broadcasting Company were screening captured Japanese film for use in a television series now in production.

The show, "Victory at Sea", is scheduled for release this fall. As a joint public service project on the part of NBC and the Navy, it will tell the story of the Navy's part on all fronts in World War II in 26 half-hour weekly episodes.

Despite the low quality of the amateur photography and the poor quality of this particular reel, the identity of *Edsall* is certain. Only three ships of this class were lost to

gunfire in the Java campaign—*Edsall*, *uss Pope* (DD 225) and *uss Pillsbury* (DD 227). *Pillsbury* is known to have been sunk in a night action, and survivors of *Pope* who were rescued from Japanese POW camps after the war state that the Japanese cruiser which sank their ship did so from a position approximately two miles dead astern. Since the destroyer in the motion picture sequence is being sunk by a ship less than a mile away on the port quarter, it could only be the *Edsall*.

The sinking was made by a Japanese cruiser, probably *mjms Ashigara*.

The claims of the Japanese battleships might be explained as follows: Both ships give the times at which they opened fire and ceased fire, indicating an action of approximately two hours. Since a battleship actually within range could sink a destroyer in a very few minutes, the two hour lapse indicates a lengthy stern chase, in which the *coup de grace* would be administered by the fastest vessel in the task group, in this case *Ashigara*. The war logs of *Ashigara* were not recovered as this cruiser was in turn sunk by a British submarine. *Hiei* and *Kirishima* were also sunk.

The sequence was evidently taken by an officer aboard *Ashigara*, probably with a cheap 8mm camera. The cameraman was obviously in a state of high excitement, as the camera was held shakily. Approximately six major caliber salvos are shown, the height of the splashes confirming the theory that a cruiser was firing. A large explosion occurred on the forecastle of *Edsall* after the fifth straddle, and one more hit on the fantail is visible. After the explosion *Edsall* sank stern first in a few seconds.



TWO STAGES in the sinking of *uss Edsall* (DD 219) are shown in photographs taken from motion picture film captured from Japanese in 1945.

SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

THE NATION'S ANTI-AIRCRAFT DEFENSES are being brought to an increased state of operational readiness with the placement of anti-aircraft batteries about strategic industrial, metropolitan and Air Force centers, the Army has disclosed.

The move to these on-site positions is the latest step in the development of the U. S. air defense system. Units are deployed to provide maximum defense against an attack coming from any direction.

In the air defense setup as it is now organized, Air Force fighter interceptors would be the first to engage any invading air bombers. Enemy aircraft that should get through the first line of defense, the fighters, would be faced by the anti-aircraft batteries. The Army's Anti-aircraft Command says that it would be ready for them with improved ammunition and the latest radar devices. Its anti-aircraft artillerymen will need only a moment's notice, once an alert is sounded, to go into action.

★ ★ ★

A NEW SALT TABLET has been developed for the Army that not only reduces heat exhaustion, heat cramps, and heat strokes experienced in extremely warm climates, but also eliminates nausea.

These new tablets replace the ones used during World War II which, though highly effective in preventing heat sicknesses, had the undesirable effect of producing stomach distress. About 30 per cent of the soldiers that used the old salt pills complained of nausea. The drawback in the old pills was found to be that they dissolved too quickly.

Similar to the salt pills in use by the Navy for more than two years, the Army's salt tablets have a controlled dissolving ingredient that releases some salt immediately, assuring prompt salt replacement, but does not release it in sufficient quantities to cause stomach distress. Other advantages of the new tablets are: they can be stored for long periods of time without deteriorating; will not absorb moisture; and will withstand high temperatures and rough handling.

ARMY SIGNAL CORPS' material conservation program is beginning to pay handsome dividends.

The program, which has been running since the close of World War II, has concentrated on developing new synthetic substitutes for critical materials, making equipment smaller (miniaturization) and salvaging and reclaiming equipment no longer useful.

For example, 30,000 pounds of scarce copper and 400 tons of much-needed rubber will be saved with the use of a new lightweight field wire developed by the Corps. The wire, used for battle communication lines, is smaller in diameter than its World War II counterpart and requires no rubber at all. New packing containers of canvas will make a further saving of 3,500 tons of steel per year which used to go into the manufacture of reels for the wire.

The latest version of the familiar "walkie-talkie" radio, about half the size and weight of the World War II model, is expected to reduce the Signal Corps' yearly requirements for steel by 225 tons, copper by 45 tons, and quartz by 2,500 tons. The even smaller "Handie-Talkie" will save about 400 tons of copper, 140 tons of aluminum, and 3,500 pounds of nickel yearly.

★ ★ ★

WIND SPEED AND DIRECTION DATA are now being more accurately gathered by a new method called "rawin" (radio wind). Measurements obtained by the new system, developed by the Army Signal Corps, will be used to forecast weather conditions, plan aircraft flights, and compute ballistic corrections for trajectory of shells, missiles and rockets. Such information may also be used to tell in advance which way radioactive materials will scatter in the event of an atomic explosion.

The "rawin" system consists of a mobile automatic tracking radio direction finder, which operates on the ground, and a new type of radiosonde (radio set), which is carried into the atmosphere by weather balloons. For the first time, continuous automatic tracking of balloon flights and the recording of atmospheric



WALKER BULLDOG (left) and 'M-47' medium tank join Army's armored line-up. Both have increased fire-power.

conditions aloft will be permitted by the new "rawin." As it drifts along beneath the balloon, the radiosonde transmits the weather data back to earth automatically, —information on wind speeds, wind direction, pressure, temperature and humidity.

The radiosonde is about the size of a telephone and weighs two pounds. In addition to being a radio transmitter, it carries a thermometer, a hygrometer (for measuring humidity), a barometer (for measuring air pressure), and a specially designed "one-shot" battery.

★ ★ ★

A TANK GUN RANGEFINDER that sights a target, then ranges on it and tracks it until the gunner fires, has been developed by Army Ordnance's Frankfort Arsenal at Philadelphia, Pa. The rangefinder, the first of its kind, is designed for use in the M-47 medium tank.

The T-41 rangefinder, as it is called, is a complex unit of precision optical, electrical and mechanical systems. Its speed and accuracy, the Army says, will enable a gunner to "zero in" a target and fire before the enemy can accurately calculate his position, greatly increasing the chances of a first round hit.

A big step forward in fire control instruments, the T-41 finder gives a tank gunner a numerical indication of the target range and speed, and an indication of the type of ammunition the gun is set for. Before the advent of the T-41, the only way a gunner could get on target was to change his settings as bursts were spotted by his tank commander or an advanced observation post.

★ ★ ★

A BORE-HOLE CAMERA that takes 360-degree photographs through holes bored in concrete or bedrock will be used by the Army Corps of Engineers to solve foundation problems in the construction of dams and similar large structures, as well as tunnels and highways.

The Army Chief of Engineers reports that the new de-

velopment will greatly improve exploratory techniques used to discover flaws in all types of bedrock. These flaws and imperfections may affect the stability of dam foundations and introduce serious construction problems.

Now undergoing extensive tests, the camera is built so that either dry holes or water holes may be photographed. The camera is cylindrical in shape and is operated electrically by means of a cable which lowers it into the bore-hole.

★ ★ ★

ALUMINUM AND STEEL BRIDGES that are more substantial and can be set up faster and easier than those of World War II, are being developed by the Army Corps of Engineers at the Engineer Research Center, Fort Belvoir, Va. Both floating and fixed bridges, now in the test stage of development, are capable of supporting motor vehicles or weapons of the modern Army.

The Army is testing an aluminum bridge for light tactical use and for use as a foot bridge. Both aluminum and steel bridges, capable of supporting army and division-weight loads, are getting a final going over.

The Bailey bridge of World War II, capable of carrying an entire division, is expected to be replaced by a divisional bridge now under study at Fort Belvoir. The new bridge can be set up in substantially less time than that needed for the old Bailey bridge of comparable capacity. Overall construction-time has been reduced by making use of fewer and more easily connected parts.

The aluminum army-weight bridge is a larger version of the division bridge. It can carry the combat and supply loads of an entire field army over a wide range of distances. Like the division-size bridge, the army bridge is of fixed mounting design. It is put together in various ways, single or double roadways, utilizing single or multiple truss construction, depending upon the length of the span and the loads to be accommodated. This bridge is designed for fabrication in steel.



FIRST PLANE with all-rocket armament, Air Force's F-94C Starfire has 24 rockets, each able to blast a bomber from sky.

THE BULLETIN BOARD

Receipt of First 'Q' Allotment Checks by Your Dependents Depends on Your Application

Much of the anxiety experienced by the newly enlisted Navyman and his dependents because that first "Q" allotment check (BAQ) is not received promptly after he reports for active duty — or immediately after he acquires a new dependent — is often caused by a misunderstanding of the Navy's allotment system and by his failure to make the proper allotment.

One of the first things you, as a new Navyman, should do in your first week of reporting to active duty is to make an allotment application for the required minimum amount of *dependents' assistance*.

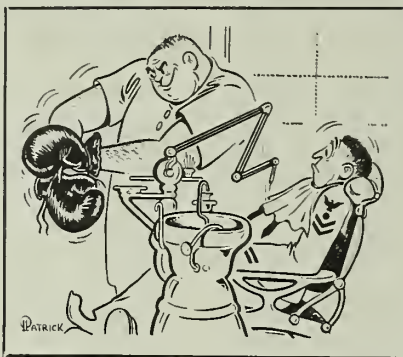
Beginning with the first day you apply after entering on active duty, or with the first day you make application for credit for a new dependent, your pay record will be credited with the amount of the Government's contribution to your dependent's BAQ check.

However, because of necessary processing details, it takes several weeks for the allotment system to get underway. Monetary assistance to your dependents during this period may, of course, be provided through check or money order.

Even under the most favorable conditions it is not possible for the first "Q" allotment check to reach a dependent wife in less than five to eight weeks. This amount of time is required because your allotment application must be registered by the local disbursing officer, and then forwarded to the Field Branch of the Bureau of Supplies and Accounts, Cleveland, Ohio. There it is further processed for a printing plate of your dependent's name, address and the amount of your allotment. The plate is then made part of a huge filing system along with many thousands of other family allotment plates. Subsequently, a "Q" allotment check will be mailed direct to your dependent from Cleveland the first part of each month.

The first check to a dependent parent takes longer because of an additional step required by verification of parental dependency.

With each check your dependent



receives a special type of change of address card. This is not the ordinary change of address card you pick up at the post office. Should the dependent's *permanent* address be changed, this special card should be filled in and returned to the Field Branch, BuSanda, Cleveland, Ohio. The card is self-addressed and does not require postage.

WOs Placed on Waiting List And Appointed to CWO Status

A total of 219 warrant officers of the Regular Navy and Naval Reserve on active duty have been temporarily appointed to commissioned warrant officer (W-2) grade. In addition, 146 USN and USNR active-duty warrant officers were placed on a waiting list for temporary appointment to commissioned warrant grade.

The temporarily appointed CWOs take the effective date of appointment (for pay purposes) as of 7 June 1952. Those on the waiting list will be sent individual appointments, via their commanding officers, when they have completed the required time in warrant grade.

BuPers Circ. Ltr. 104-52 (NDB, 30 June 1952), which contains the above information, also lists the names of those appointed as well as those on the waiting list. The selection board, which was convened on 15 Apr 1952, considered for promotion those WOs who by 30 June 1953 will have a total of three years of officer service. Many of those on both lists however, have "broken service" as officers. Former WOs, they reverted to enlisted status during post-World War II days, and resumed their officer status after the outbreak of the Korean war.

U. S. Naval Preparatory School Still Open to Certain USNR Enlisted Men on Active Duty

Naval Reserve EMs who have reported for active duty after 7 July 1952 may be considered for assignment to the U.S. Naval Preparatory School as candidates for appointment to the U.S. Naval Academy. They would come under the Secretary of the Navy's quota for enlisted personnel of the Naval and Marine Corps Reserve.

In order to be thus assigned, the following requirements must be met:

- Meet the physical qualifications for appointment to the Naval Academy.
- Meet standards of Basic Classification Test Battery Scores as established by the Bureau of Naval Personnel.
- Attend 80 per cent of the total drills held by unit to which attached prior to assignment to active duty.
- Be recommended by commanding officer.

Eligible inactive Reservists who have submitted applications for appointment to the Naval Academy under the provisions of *BuPers Manual*, Article H-1905—and who are subsequently ordered to active duty—must resubmit applications via the command to which reporting. However, only those who will have applied *initially* prior to 1 Oct 1952 may resubmit applications. Such applicants may be assigned to the Preparatory School at any time prior to the Naval Academy entrance exams.

Applications should be forwarded by letter or dispatch to the Chief of Naval Personnel (Attn: Pers C1214) and should include the date of reporting to active duty, commanding officer's recommendation and basic classification test score.

The above information is the subject of a BuPers-MarCorps Joint Ltr. of 30 June 1952. Further information on USN and USNR candidates for the Preparatory School is contained in *ALL HANDS*, June 1952, p. 48. This article also gives general information on transferring to the Preparatory School and the school's course of instruction.

Book on Marine Aviation To be Given Free to All Eligible WW II Vets

The History of Marine Corps Aviation in World War II, reviewed in last month's issue, is being made available to servicemen who served with Marine aviation in World War II.

All who served with Marine aviation and who earned at least one battle star are due a complimentary copy of the book. Next of kin of those killed in action also are eligible to receive a free copy of the history.

Those who are entitled to a copy are urged to write to Captain Edna Loftus Smith, USMCR, Marine Corps Aviation History Board, Room 5E567, The Pentagon, Washington 25, D. C.

Applicants should include full names, serial numbers, USMC aviation units with which they served, dates of attachment and detachment and present mailing address.

Two Officer Groups Selected For Permanent USN Retention

A selection board has chosen 243 officers from two categories for retention as permanent officers in the Regular Navy.

The categories are: officers who were commissioned in the Regular Navy from aviation midshipman status in 1951, and officers who joined the Fleet from NROTC and college graduate courses during 1949.

Those officers who applied for such retention during the period 1 July 1951 - 1 Apr 1952 and were not selected will be transferred to the Naval Reserve and retained on active duty subject to release under the current Navy program. For additional details, see BuPers Circ. Ltr. 84-52 (NDB, 31 May 1952).

Training in Air Gunnery Scheduled at El Centro

The only Fleet Air Gunnery Unit of its kind in existence in the Navy has been commissioned at NAS, El Centro, Calif.

With a complement of 10 officers and 100 men, the unit is set up to train naval aviators in the use of aircraft weapons used in all phases of air-to-air and air-to-ground gunnery and air-to-ground attack.

Designed to accommodate 15 carrier pilots per class, the El Centro unit gives 75 hours on-the-ground instruction and 45 hours in the air.

Savings Bonds Pay Bigger Dividends Than Ever

At the same time that more money has been put into the hands of the Navyman in the form of a pay raise, the interest rate on the popular U.S. Defense Bond (Series E) has been increased.

Now your bonds will earn more during every six months of ownership, starting from issue date, and mature in nine years and eight months instead of the former ten-year period, repaying you four dollars for every three you put into them over the shortened period.

What's more, your savings bond investment can repay you as much as 79.56 per cent on your original investment if you take advantage of the optional ten-year extension period after maturity. For example, a matured \$100 bond held for the maximum time of 19 years, eight months, will repay you \$134.68 on the original \$75 purchase price—a profit to you of \$59.68.

Aside from the fact that U.S. savings bonds offer a good investment, there are several other good reasons why thousands of Navy-men are buying U.S. Defense Bonds. First—and most important from the sailor's point of view—is that a bond allotment offers the easiest way to accumulate personal savings in a safe and fluid form. The money is there anytime he wants it. Second, buying bonds helps the nation's defense effort; and third, the increasing personal savings in this fashion helps cut down the threat of inflation.

Navy men and women can save in this sure and painless way merely by arranging through the disbursing officer for an allotment for Defense Bonds. Civilian employees can also get into the game and boost the Navy's bond-buying score by arranging a payroll deduction plan for the purchase of savings bonds.

Although the Treasury Department is now paying a higher interest rate for a shorter maturity period on the Series E Defense Bonds, the existing E bonds will continue to be issued until the new bonds showing the revised in-

terest rates are available. But, the new terms and conditions will apply to every E bond now issued.

If you started buying the old issue savings bonds by partial payment allotment prior to 1 May and your last partial payment was made after 1 May to complete the full purchase price of the bond, you will be issued a bond dated after 1 May and receive benefit of the new terms.

Owners of E bonds issued prior to the date the new terms were effected will gain no advantage by cashing their bonds in order to purchase the new bonds, unless the bonds they redeem are *less* than six months old and they do not plan to hold them until maturity. In such cases, cashing for re-purchase is not advisable because the benefit would be very slight due to the loss of potential yield on the old bonds.

What are the advantages to the Navyman in purchase of U.S. Defense Bonds?

- **Automatic purchase.** It is the easiest way to save. All you need to do is to make an allotment for the amount of money you want the Navy to withhold from your pay each payday—before you are tempted to spend it. As each bond is paid for, the Navy will send the bond direct to you or to your home. If you want the Navy to hold your bonds in safekeeping at the Allotment Division Field Branch BuSandA, Cleveland, Ohio, until your separation from active service, you can make this arrangement with the disbursing officer.

- **Indestructibility.** The money you invest in Defense Bonds cannot be lost. The bonds are registered in your name and/or the name of a co-owner or your beneficiary. In the event the bonds are lost, stolen or destroyed, the Treasury Department will replace them.

- **Fluidity.** You may cash Defense Bonds at any bank anytime after two months from the date of issue, without advance notice, and receive the full purchase price, plus accrued interest.

PED, Navy's 'Lost and Found' Unit, Locates Missing Baggage

Take an outfit of more than 800,000 men who are always on the go. Some of their baggage is bound to become lost, strayed or stolen away. Because of just this reason, the Navy maintains a "lost and found department" otherwise known as the Personal Effects Division, Naval Supply Depot, located at Clearfield, Utah.

The chief mission of PED, Clearfield, is to trace the ownership of baggage that for one reason or another has become separated from its owner. Clearfield goes farther than just tracing the owner, too. As soon as he is located, PED dispatches the lost property to his current address, post haste.

Most of the stray baggage and miscellaneous property that come to Clearfield have become separated from the owner during transit. Perhaps he was being transferred by train from stateside duty to another stateside station some distance away. His heavy baggage, riding the baggage car (often on a later train) be-

came misplaced somewhere along the line. After several months it turns up at some distant point—perhaps the point where it started. Navy officials make every effort to locate the owner and ship his baggage on to him. If efforts to locate him prove fruitless, the baggage is shipped to Clearfield.

Similarly, baggage and other personal gear, long separated from their owner in overseas areas, also find their way to Clearfield. For example, Navy hospital corpsmen serving with Marine units in forward areas in Korea sometimes become separated from their baggage. After futile efforts by men at various central points in the Korean theater to locate the owner, the gear is shipped back to the States. It is then sent on to PED, Clearfield.

Perhaps the owner in the meanwhile has written Clearfield about his lost baggage. If so, it is immediately shipped to the address specified by the owner as soon as it arrives. Often correspondence from owners who are overseas regarding their lost baggage

precedes its receipt at Clearfield by several months because of the time consumed in shipping baggage by water. Hence, an understandable delay in getting such a wandering sea bag out to where it will do most good.

In cases where no word has been received from the owner, Clearfield requests the owner's present duty station from BuPers. The lost property is then readied for shipment and the owner informed at the address furnished by BuPers that he is requested to advise a shipping destination where his property will reach him—it may be a duty station for which he is heading. In this respect, PED, Clearfield, operates like a duck hunter "leading" his target.

(Should you become separated from your baggage or other personal gear and efforts to back-track it lead to a dead-end, write a letter giving all details and send it via your commanding officer to: Commanding Officer, Naval Supply Depot, Clearfield, Ogden, Utah.)

Those at Clearfield often have to play Sherlock Holmes to determine the owner of such baggage. One of their best leads, of course, is indicated by Article 1150 of U. S. Navy Uniform Regulations (1951) which states, "Articles of clothing shall be legibly marked with the owner's name and service number. . . ." The service number is especially helpful. There are dozens of John Smiths and Tom Joneses in the Navy, but the service number is strictly an individual identification.

Another mission performed by PED, Clearfield, is processing the clothing and personal effects of deserters. Deserters' clothing, which for more than 100 years had been sold aboard the ship or the station from which the man deserted, is now held by the custodian activity for three months, then shipped to Clearfield. The clothing and other personal effects are returned to the man upon his return to naval jurisdiction if he is willing to pay shipping charges from Clearfield.

Handling the belongings of deceased naval personnel is a third mission performed by PED, Clearfield. Disposition of these belongings is often complicated by problems of determining the next of kin eligible to

Magnetic Compass

The magnetic compass, most essential of all navigational instruments, was the product of necessity. It answered the question: "Which way is where?" It is not known who invented the compass—the distinction has been claimed by the Chinese, Hindus, Persians, Arabs, Greeks, Romans, Etruscans, Finns and Italians.

There is evidence that Chinese mariners used some sort of direction-finding devices between 300 and 800 A.D. It is also believed that the Hindus, Persians and Arabs had compasses at an early date.

The magnetic properties of magnetite or loadstone were observed in ancient times and the earliest known compasses consisted of a magnetized needle attached to a splinter of wood floating in water.

The compass usually thought of today is the pivot-needle compass. Its history, like that of its predecessor the floating compass, remains a mystery. This type compass is mentioned back in the 12th and 13th centuries. And in the 14th and 15th centuries, Venice, Genoa and other Italian cities were manufacturing the pivot-needle compass in some quantity. The floating-type compass existed centuries before.

One supposition is that the floating com-



pass was developed in China or India and was carried from there through Persia to the ports of Arabia and the Levant. From there it readily found its way to Europe. A Latin manuscript dating from the third century A.D. refers to what might have been a floating compass. An indication that the floating compass was in common use in European ships in the 13th century is found in *Tresor*, a poem written by a Florentine about 1248.

receive the effects. The final title to the property in each instance is determined in accordance with the laws of the state in which the deceased was legally domiciled at the time of death.

The Navy, of course, can distribute only the personal property which is in its custody at the time of the Navyman's death. (Bank accounts and other possessions of the deceased not in custody of the Navy must be handled by the individual parties concerned.) Clothing of deceased personnel is usually laundered or dry-cleaned before being forwarded to the next of kin.

The passage of Public Law 39 (81st Congress, 1949) resulted in new instructions by BuSandA for the disposition by sale, or otherwise, of lost, abandoned or unclaimed personal property which had remained for many years at PED, Clearfield. Property whose ownership PED is unable to trace and deserters' unclaimed property—after being held for about a year—are disposed of in the following manner. In general, uniform clothing is retained for use by the Navy and is issued for wear at retraining commands while older clothing is used for "dirty work" at naval shipyards. The remaining gear is sold by sealed bid to interested persons.

As these sealed-bid sales do not involve government property, both military and civilian personnel are eligible to bid. This affords a wider market and better prices.

Proceeds of such a sale are deposited in an individual trust fund set up for the unlocated or un-claiming owner. When even the name of the owner is unknown, the trust fund is identified simply by a number or symbol. In every instance, however, where a possible address (last-known address, for example) is known, a registered letter is dispatched 120 days prior to the sale stating the date and conditions of the sale. This furnishes a final opportunity for the man to claim his property.

As might be expected, Clearfield's sale-display room contains an odd assortment of items. Along with various types of civilian and semi-military clothing, there are cameras, rings, antique pistols, watches, musical instruments (guitars and mandolins predominating), drawing instruments, kitchen utensils and many other items.

A strong regard for individuality is held by those at Clearfield for all

shipments received. Every article of each shipment, whether it be lost property or the property of a deserter or the property of a deceased person, is carefully inventoried. This inventory is then checked against the inventory sent by the activity that shipped the gear. Shortages or overages are noted and traced.

Next of kin often correspond with Clearfield regarding items that they believe were in possession of the man concerned. A convenient method of tracing these items is provided by the inventory check.

PED, Clearfield, has a further concern, brought about by the job of disposing of automobiles abandoned by Navy men at or near Naval activities. This involves problems of title, competing creditors and other legal aspects presented by the varying laws of the individual states in which the cars were abandoned.

The history of PED, Clearfield, dates back to mid-1943 when BuPers set up two Personal Effects Distribution centers. One was at Scotia, N. Y., the other at NSD, Clearfield. Two years later, the Clearfield center was moved to Farragut, Idaho, and was transferred from BuPers to BuSandA. The Scotia center was disestablished the same year and its records and effects sent to Farragut. The following year, PED was moved back to Clearfield, where it now operates—the Navy's "lost and found department."

Mine Craft Course Will Train Future Commanding Officers

A course to train officers for duty as commanding officers of minecraft, division or squadron commanders of minecraft and mine Warfare staff officers has been established. The course is designed for (but not limited to) officers of the rank of lieutenant commander and below.

Entitled the Mine Warfare Staff Officers Course, it will last about 30 weeks and is divided into two phases. Phase A consists of 21 weeks' instruction at Naval Schools, Mine Warfare, Yorktown, Va. Phase B, the remaining nine weeks, will include field trips to such places as the Navy's explosive ordnance school, Naval Ordnance Laboratory and Office of Naval Research.

The first course will be offered in September. Three more classes

This Piper Carries A Full Bag of Pipes

When "station the special sea detail" rings out over the public address system of *uss Albert T. Harris* (DE 447), her crewmen repair to their assigned stations. These are the standard DE stations—plus one other. In a gun tub aft the bridge stands a "piper" shouldering a set of real-live bagpipes.

His pipes in the port arms position, W. R. Maroon, RDSN, sounds off with Scottish airs. If *Harris* is coming into port he will probably play "*The Campbells Are Coming*." When the ship is getting underway, the strains of "*We're Nae Awa' Tae Bide Awa'*" will waft across the water.

A member of the Clan McRae, Seaman Maroon began to play the pipes when he was sixteen. Soon he was playing with pipe bands in upstate New York and Canada. This practice helped the seagoing piper perfect the melodies that now fill the air when *Harris'* sea detail goes to the rail.



are currently scheduled for 1953.

Further information on this course, as well as on a second course in advanced mine countermeasures which the Navy is offering, is contained in BuPers Circ. Ltr. 88-52 (NDB, 31 May 1952). Officers desiring either course should apply via their commanding officers to the Chief of Naval Personnel (Attn: Pers B111h).

Naval Reserve officers who request these courses must agree to serve one year on active duty for each six months (or fraction thereof) of schooling received, in addition to obligated service, if the needs of the service so demand.

Sailor's Vocabulary Has Always Been Salty

The vocabulary of Navymen—parts of which are unintelligible to landsmen—has been added to since the Korean outbreak. Not only have several new words and phrases been added, but many older ones have been given a boost.

Out of the occupation of Japan has come "nevah hatchee Joe." This often-heard expression means that no matter what it may seem, it surely couldn't happen. A sailor in the mess line takes a "shoshi" helping of eggplant or cauliflower and a "toksan" helping of apple pie and ice cream. Perhaps the most widely used of all Japanese phrases among Navy men in Japan is "ah so." This term has a variety of meanings, from "Is that so?" to "Heavens to Betsy!" See ALL HANDS February 1952, p. 54, for other Asia-born terms.

Deckhands are known as "anchor clankers," a term which is replacing the "swabbies" of the last war. The "sack" has become "pad" or "bag." Any job that is done in the Navy not under official auspices is "cumshaw," a China-derived term.

A sailor doesn't do something for "kicks" or "laughs" any more, but rather "just for drill." A man used to get *flustered* or *rattled*. Now he gets "shook." To be "reached" means simply "you've had it"—a rather broad term, one definition of which is "the easy times are behind you, but ahead lies nothing but trouble."

"Affirm" and "negat" have become ways of saying yes and no. "That is charlie" means you are correct.

Foreign words often run the gamut of the crew's "slang search." The French "*beaucoup*" refers not

only to *excellent* but also to *numerous* or *plentiful*—for example, a *beaucoup liberty* or a *sleep of beaucoup hours*. The German "*fraulein*" and "*verboten*" are often heard. In line with this, the master at arms force is the "*gestapo*" or "*OGPU*." However, "*Hienrich Himmler*," which used to refer to the chief MAA is being replaced by "*The sheriff*" or "*Sam Spade, detective*."

A final foreign-derived expression is "you speak Joe." This term which originated in the Mediterranean regions is used when two persons are ready to bargain. The "Joe" is supposed to make the first offer.

Then there is "the ship's idiot." This is the inevitable joker, the cut-up found in every ship. He is the equivalent of the Army "company clown."

During World War II, when thousands of Americans went aboard ship for the first time, words such as "circular file"—for waste-paper basket, "airdales"—for men of the Navy's air arm and "frogmen"—for underwater demolition team members were added to the Navy's jargon. Some already in use at that time were "sack" (bunk), "wagon" (battleship), "black gang" (engineer room force) and "feather merchant" (*duty shirker*, among other things).

All these words have become part of the sailor's every-day conversation through constant usage. Common now, but unheard of in the days of Noah Webster are such expressions as "knock off" for *quit*, and "stand by." In Navy use for many years, words such as these are just coming into civilian use at home and abroad.



Regular Navy Appointments Open To Qualified USNR And Temporary USN Officers

Certain Naval Reserve officers and temporary usn officers may now be considered for appointment as commissioned officers in the Regular Navy not restricted in the performance of duties. This program has been inaugurated to augment the commissioned strength of the Regular Navy through the integration of a limited number of young officers who possess "outstanding qualifications and sincere motivation for a naval career."

There are three classes of eligible applicants:

- Male officers and women officers in the grades of lieutenant (junior grade) and ensign. These will be considered for appointment in the Line, Medical Service Corps and Supply Corps.

- Male officers in the grades of lieutenant (junior grade) and ensign—for appointment in the Civil Engineer Corps.

- Officers of the Nurse Corps Reserve in the grades of lieutenant, lieutenant (junior grade) and ensign—for appointment in the Nurse Corps.

Qualified applicants who are selected will be appointed in the Line (1100 or 1300), Medical Service Corps (2300), Nurse Corps (2900), Supply Corps (3100) or Civil Engineer Corps (5100) of the Regular Navy, as appropriate. Each officer transferred will be assigned a lineal position on the appropriate lineal list according to his date of rank in the grade in which he is serving at the time of transfer. He will further be permanently appointed in a grade appropriate thereto. Officers permanently appointed in a grade lower than the grade in which serving will be temporarily reappointed in the higher grade.

Applications will be reviewed by a special selection board convened once each year at the Bureau of Naval Personnel. Applications for the 1952 program should reach the Bureau by 15 September 1952.

Eligibility requirements specify that applicants must be on active duty on the date specified for receipt of application in BuPers and have been so serving continuously for at least six months preceding that date.

They also must have total active commissioned service as follows.

- Ensign — 12 months. (Six months for women officers for the 1952 program).
- Lieutenant (junior grade)—24 months.
- Lieutenants of the Nurse Corps Reserve—36 months.

Total commissioned service, active and inactive, must not exceed five years on 1 July of the calendar year in which the application is submitted. In the 1952 program, however, USNR officers originally appointed subsequent to 16 May 1947 will be eligible.

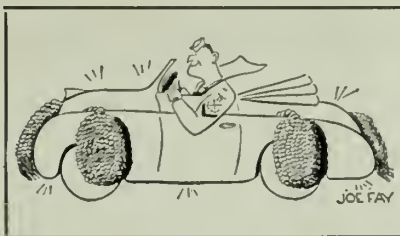
Officers who have previously resigned but were later reappointed to the grade of ensign with a current date of rank will have their total service based on their service since reappointment.

Total commissioned service is not a requirement for officers of the Nurse Corps Reserve.

With the exception of male applicants for the Medical Service Corps and officers of Nurse Corps Reserve, those who were originally appointed (or reappointed) in the grade of ensign or lieutenant (junior grade) must not have attained their 27th (or 30th) birthday before 1 July of the calendar year in which originally appointed.

Male applicants for the Medical Service Corps must not have attained their 32nd birthday at the time originally appointed ensign or lieutenant (junior grade). Women applicants for the Medical Service Corps must not have attained their 30th birthday as of 1 July of the calendar year in which originally appointed as ensign or lieutenant (junior grade).

Nurse Corps Reserve officers must be of such an age that their total



—Joe Fay, *The Amphibian*, ComPhibPac

active service will equal not less than 20 years when they reach the age of 50. No woman who is 40 or above, however, will be commissioned in the Nurse Corps, USN.

Educational requirements specify that all applicants—with the exception of Nurse Corps Reserve officers—must have received a baccalaureate degree or higher degree from an accredited college or university. Nurse Corps Reserve officers must be high school graduates and registered nurses in good standing.

Applications must be submitted on *Application for Appointment Form* (NavPers 953A—Rev. 1949) to the Chief of Naval Personnel (Attn: Pers B625) via their Commanding officer or reporting senior and the appropriate local review board which will be established in their type, area or district commands. The application is to be accompanied by a special report of fitness and report of physical examination. The report of fitness is to be made out by the commanding officer or reporting senior as of the date of the forwarding endorsement on the application; the latter report must be conducted by two medical officers or by one medical officer and one dental officer.

Further information on this program is contained in BuPers Circ. Ltr. 96-52 (NDB, 31 May 1952).

Certain Line Officers With Revocable Commissions May Apply for Specialty Duty

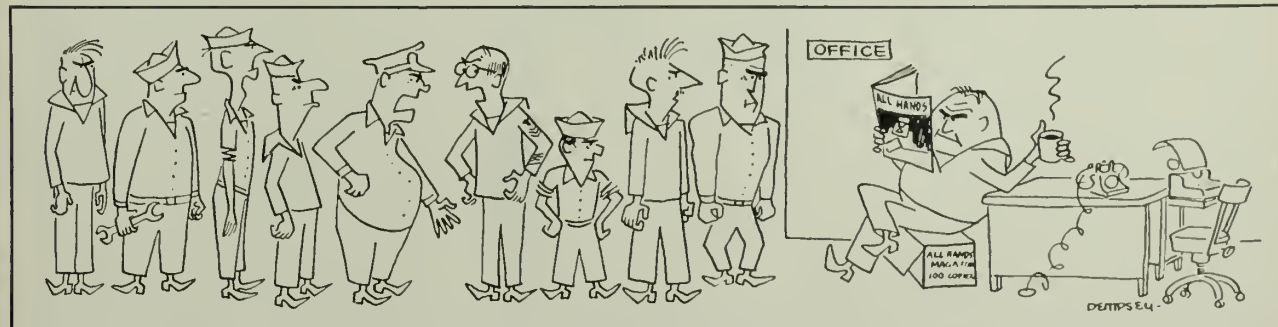
Officers who have been issued revocable commissions as ensign, USN, and who hold a waiver of physical defect for appointment now have an opportunity to continue their careers in the Regular Navy if they fail to meet requirements for permanent unrestricted line commissions.

Under a new program these officers may apply for certain specialties: Aviation Engineering Duty (Aerology 1530), Engineering Duty (Engineering 1400, Ordnance 1450), Special Duty (Communications 1610, Intelligence 1630, Public Information 1650), Civil Engineer Corps and Supply Corps.

Under present procedures Naval Academy and certain NROTC graduates are issued revocable commissions as ensign, USN. Certain of these, because of minor physical defects, are also issued a waiver of physical defect for appointment. These officers, prior to completion of three years' commissioned service, are ordered before a Board of Medical Survey for determination of physical fitness for permanent unrestricted line commission. Those not meeting the physical requirements have their commissions revoked.

The new program provides for transfer to a specialty and a change of designation for those who can qualify. Applications for transfer may be made at any time after completion of one year of commissioned service and prior to the completion of three years' service. Such applications should be submitted to the Chief of Naval Personnel (Attn: Pers Bille).

Details of the program may be found in BuPers Circ. Ltr. 97-52 (NDB 31 May 1952).



PASS THIS COPY ALONG — Only a bad egg would set on ALL HANDS while nine guys are waiting for the word.

Living Conditions in Mediterranean for Families of 6th Fleet

Dependents of Navymen serving with the Staff or other integral components of the Sixth (Mediterranean) Fleet or the Fleet's Service Force components who plan to join their husbands overseas will find the following information useful.

Note. Travel of dependents of shipboard personnel temporarily on duty in the Mediterranean is covered in ALL HANDS, March 1952, p. 46. This article advises such Navymen (that is, personnel attached to ships with U. S. home ports and yards which are temporarily assigned "Med duty" for periods of less than six months) that their dependents are not eligible for government transportation. It also states that any travel performed by such dependents to or from the Med area must be via commercial means at their own expense and on their own responsibility. With this limitation in mind, here is a round-up on living conditions in the Cannes-Nice area.

In general, in the Mediterranean area, families of Service Force personnel reside in the Cannes-Golfe Juan section of Southern France while families of other Sixth Fleet personnel reside a few miles to the east at Nice or Villefranche. Ships of the Sixth Fleet spend about 15 per cent of their time in these areas.

Wives who do not move from port to port to meet their husbands' ships should be prepared to be separated for periods of from three to eight weeks while the Fleet is at sea. Wives with no children or with grown children who can follow the fleet to a certain extent should be able to spend about 30 to 35 per cent of the time with their husbands.

Although living expenses here are not prohibitive they are considerably higher than in the States. Willingness to adjust to local standards of living and customs must be considered before leaving the U. S. Dependents, particularly wives, should be prepared to cope with a different language, unusual shopping problems and a certain amount of inconvenience until permanently settled. However, in this area, living can be pleasant if you are prepared to adapt to existing conditions.

Climate—The Cannes-Nice climate is not unlike that of, say, Coronado,

Calif., or South Carolina. Summers are comfortably warm. Winters are generally mild and marked by cold nights and many damp, chilly days. The temperature of the average European house is maintained at 60 to 65 degrees Fahrenheit during the winter.

Housing—Housing in this area is fairly critical the year round. Many landlords will rent only during the winter months because of the large return they realize from tourists during the summer months. On a 12-month basis, a one-bedroom-with-bath apartment (furnished, but excluding utilities) will go at \$50 to \$60 while a large apartment rated "excellent" or a house rated "good" will rent for about \$100 to \$120. Usually utilities are not included in the monthly rent. This means an additional \$30 (minimum) to be added to the rental fee.

Household Furnishings—Most Navy families here have few, if any, household furnishings and it is recommended that few or none be brought. However, baby cribs, high chairs and similar furniture which is not ordinarily provided with a furnished accommodation should be shipped. Many accommodations lack vacuum cleaners and refrigerators. Shipping these over may also prove beneficial. Electric current in Cannes is rated at 115-125 volts, 25 or 50 cycles.

Clothing—Dependents are advised to bring along their present wardrobes. Inexpensive clothing here is usually inferior both in quality of

cloth and workmanship to stateside-bought clothing. Many women have suits and dresses tailored locally, using British wooleens and Lebanese brocades purchased by their husbands. Women's tailoring is reasonable. A good supply of hosiery should be brought along.

Servants—Rates for good domestic servants are about \$35 to \$50 a month. Such a servant will live in, clean, cook, take care of the children and perform the routine daily household duties. Food bills must be watched closely during the first few months or you will be eating like a king and spending the same way.

Food—While the overall cost of food is about the same as in the U. S., there are many items which are cheap at home but expensive here. No rationing in France. Choice of meats, fresh vegetables and cheeses is good. Milk is available, but Navy medical officers advise the use of condensed or powdered milk or canned chocolate drinks for children.

Available from the Service Force flagship at considerable savings are dry groceries (coffee, flour, sugar and dry cereals), canned jams, soups, milk, fruits, juices, vegetables, shortening, cake mixes and candy. Other household items, incidentally, are available on the flagship—items such as bed linens, toilet gear, cigarettes and brooms.

Automobiles—Cars are a definite convenience in this area. The general advice is to have your car put in tip-top mechanical condition before shipment. Local repairs are quite expensive. Small foreign-made automobiles are available at from \$800 to \$1300.

Medical Care—The ServFor Medical Officer will provide immunization shots, routine examinations and other necessary out-patient care during periods of the Fleet's visit to this area. Several good local doctors—including obstetricians—are located in this area, as well as good hospitals.

The flagship's medical department will issue the usual medicines and medical supplies on request. Oils or vitamins for children and other special medicines must be ordered from the states. Local dental facilities are limited.

Education—The educational standards of the French public schools vary



"Left flank at the scuttlebut, advance thirty paces, right oblique, and take the ladder to the third deck."

greatly and your choice is normally confined to the school of the local district; consequently, most of the Navy families have found it inadvisable to send their children there. Additionally, if the child does not speak French, no particular effort will be made to accclimate him to the new surroundings.

Available in this area are Catholic schools to which non-Catholic children are admitted. Other "private" schools, separate for boys and girls, are located in Nice and Cannes. The standards of these schools are uniform and fairly high. Tuition is required, French is spoken, but teachers understand English and give individual attention to pupils until they have mastered elementary French. Private boarding schools are also available.

Travel and Transportation—A general discussion of passports, physical examinations, immunization, transportation arrangements, baggage and shipment of household goods in general is contained in *ALL HANDS*, April 1952, pp. 47-54 and in the pamphlet *Overseas Transportation for Navy Dependents* (NavPers 15842). The following information elaborates on certain aspects of this subject as applied to travel to the Mediterranean area.

(Travel to the Cannes-Nice area is complicated by the fact that dependents usually land in Italy and then proceed overland to Southern France.)

Permission for dependents to enter this area must be obtained from CinCNeM. This can be done by the husband while on station or by message while in the U. S.

Application for shipment of household goods and personal effects to the Cannes-Nice area should be submitted to the shipping officer of the nearest naval activity to the location of your goods. The shipping officer will furnish detailed information concerning necessary arrangements and will supply you with the pamphlet *Household Goods, Shipment Information* (NavSandA publication 260) upon request. This pamphlet will answer many questions covering the shipment of your household goods.

Two methods exist for shipping household and personal effects to the area. The first is via MSTs vessels or commercial ships from NSD, Bay-

WHAT'S IN A NAME

Lighthouses Called Pharos

Since the earliest days of seamanship, sailors have depended on the beacons from lighthouses for safe guidance through treacherous coastal waters. These guardians of mariners date back as far as the 7th century B.C.

It wasn't until the 3rd century B.C., however, during the reign of Ptolemy I, that construction of a "light tower" began on the island of Pharos. (Now a part of the mainland, this island was formerly in the harbor of Alexandria, Egypt.) Deriving the name from this ancient lighthouse, present-day lighthouses are sometimes referred to as pharos.

Finished about 282 B.C., the original pharos was a lofty stone tower that measured about 100 feet square at the base. Accounts of its height vary from 400 to 490 feet. At the top was a beacon fire that was kept burning from dark to dawn. It has been speculated that the light from this beacon fire could be seen from 34 to 60 miles at sea.



Once rated one of "the seven wonders of the ancient world," the structure was partially blown down during a storm in 703 A.D. Earthquakes completed its ruin in 1303 and 1346. The stones were subsequently used in the construction of a fort.

onne, N. J., to Naples, Italy, or some other Mediterranean port and thence to the Cannes-Nice area. The second—and more expeditions—manner is via ServLant ships from Naval Supply Center, Norfolk, Va., to the current Sixth Fleet destroyer tender in which ComServFor, Sixth Fleet, is embarked. In this manner the effects are delivered to the flagship wherever it may be. Final delivery is then made when the flagship arrives in Cannes.

Consignment of hold luggage (luggage carried in the ship's holds) can be made to the Staff, Commander Service Force, Sixth Fleet, c/o Supply Officer, USS (current flagship). Consignment can also be made to yourself for delivery at the pier in Naples in the event that you need your hold luggage when you land. (Two pieces of hand luggage are allowed for each person on MSTs ships.) If consignment has been made to the ServFor supply officer, the Navy has the responsibility for unloading the baggage from the MSTs ship and transporting it to the ServFor flagship. It is then taken to Cannes on the following visit for delivery ashore.

Dependents and naval personnel traveling by MSTs ordinarily debark at Naples. (See *ALL HANDS*, December 1951, pp. 46-48 for living condi-

tions in Naples.) It is suggested that debarking passengers consult the MSTs office, Leghorn, Italy, for clearance of baggage and availability of onward transportation for baggage and personnel to the Cannes-Nice area. The Ninth Medium Port Company, U. S. Army, handles forwarding of personnel and effects to France.

CinCNeM's Headquarters Support Activity—through the Naples MSTs office—will also help make arrangements for expressing hold luggage to your destination and will give advice on French customs clearance at the border.

Overland shipment by commercial transportation is expensive and time-consuming, however. Hold luggage, should, if possible, be carried in your personal car to France or placed aboard a ServFor ship for transportation to Cannes. As indicated above, the best practice is to consign luggage from your home to the ServFor Supply officer.

Dependents are urged to register with the American consulate at Nice as soon as practicable. The consulate has proved very helpful in providing general information and services for naval personnel. The consulate can also furnish the names and addresses of other dependents in the area.

Marine Ends Race with Live Bomb in Dead Heat

It's a lucky pilot who can run a race with a live bomb, finish in a dead heat and come out winner. The lucky winner of one such race was Master Sergeant Bob Lurie, USMC, pilot of a *Panther* jet-fighter.

Returning to his home base from an attack on North Korean positions, Lurie noted that one of his 250-pound bombs had failed to fall from its rack. Unable to shake it loose over enemy territory, he put the bomb switches on safe position as he crossed into friendly territory.

Nearing the base, he notified the control tower of the hung bomb and pulled away from the other planes of his group. He then flew his jet out over the sea and once again tried to shake it loose. The obstinate bomb still refused to break loose, so he again threw the switches on safe and headed for the base.

Crash crews manned their stations as Lurie prepared to land.

"As soon as I landed and started to roll down the runway, the bomb

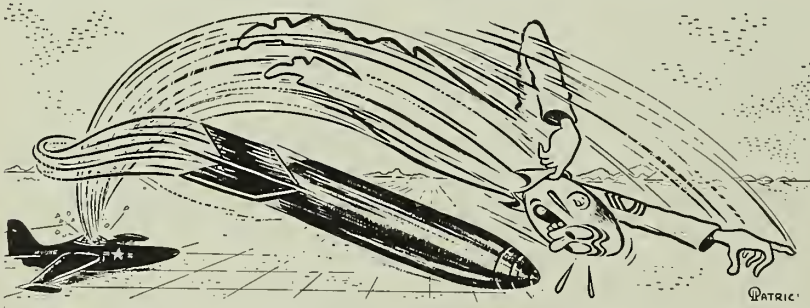
broke loose and started sliding right alongside. It raced me right down the runway. I called that bomb everything I could think of. I even remember telling it to find a hole and crawl into it. Just then, it blew up under my left wing."

The blast threw Lurie's plane toward the right side of the runway. He had to fight the controls to keep the *Panther* from nosing over.

"I noticed smoke coming from one of the wing tip tanks, so I pulled the emergency brake and got ready to leave the plane as soon as it stopped," he explained.

When the plane came to a halt, Lurie scrambled out of the cockpit and double-timed it across the field.

After the crash crew had controlled any possible outbreak of fire, he strolled back to the plane and started counting holes. "I stopped after reaching 50," he remarked. "That bomb took me almost at my word. It made plenty of holes — but it nearly made me crawl into one of them!"



Commercials Keep Crew Cost and Comfort Conscious On Board USS O'Bannon

In the Western Pacific there is a Navy-owned and operated radio station that makes use of commercials. But the advertising people can relax — the commercials are by, for and about, destroyer sailors. The station, known as "Radio Station AWOL," is located in the radio maintenance room of *uss O'Bannon* (DDE 450).

Here's a sample commercial. It was sponsored by the engineering department during an extended at-sea period and was highly successful in driving home its message:

"Do you have B. O.? Well, you shouldn't have, because you used 24 gallons of fresh water per man. Nearly 7,000 gallons of fresh water was utilized in one way or another. Unfortunately the O'Bannon Power and Light Company is unable to bring this type of service to you, our best customers, for any extended period of time."

This message is still quoted aboard the ship, especially when fresh water reserves begin running low.

Another major advertiser is "Boswell's Cafeteria" messing compartment to you — named for the ship's chief commissaryman. This establishment plugs itself: "Serving the only tempting, tantalizing meals in miles. What's more we don't charge you customers a dime."

The sick bay advertises itself as "Tillie's Pharmacy—where aspirins of all sizes are readily available." The pipefitters and damage controlmen go on the air as "Week's Welders." Their motto: "If *you* can't break it, we can."

Other advertisers are "Womack's Barber Shop" and "Slim Ship's Service."

Equipment of "Radio Station AWOL" includes two turn-tables (one, a three-speed type, the other, a 33 and 1/4rd, 16-inch type for transcriptions), a microphone and an audio amplifier. The amplifier feeds into a channel of the ship's receiver system. Broadcasting hours are limited to meal times and holidays. The main sources of "AWOL's" programs proper are Armed Forces Radio and *Juke Box*, USA transcriptions.

Sleuths Go After Machinery Noises Affecting Sonar

Noise is under attack at the New London (Conn.) Submarine Base. The attack is not on noises in general, however, but on a special type—that which originates from a vessel's own auxiliary machinery and interferes with its own sonar equipment.

Under this BuShips-sponsored project, the noise source is first investigated, then steps are taken to reduce its intensity. Full name of the project is Sound Analysis Survey and Noise Reduction Program. The "noise chasers" are Navy enlisted men work-

ing under the direction of an acoustical engineer. Their main noise-investigating device is a sound-level meter equipped with an omni-directional microphone (a microphone which picks up sounds from all directions).

To familiarize themselves with this instrument and other sound evaluation precision instruments, the sound scientists made a survey of airborne (as opposed to waterborne) sounds. This survey was made in the various shops of the Sub Base's Engineer and Repair Department where noises range from plain loud to ear-splitting.

Promotion of Permanent Ensigns of Regular Navy

Permanent ensigns of the Regular Navy, line and staff, with date of rank in the calendar year 1949, will become eligible for permanent promotion to the grade of lieutenant (junior grade) on the date of their third anniversary in grade during calendar year 1952.

In addition to these ensigns now entering the promotion zone, there are a number of permanently commissioned ensigns of the Regular Navy, both line and staff, with date of rank in the calendar year 1948, who became eligible for promotion to permanent lieutenant (junior grade) during 1951, but who have not yet reported for the necessary physical examination by a formal board of medical examiners.

Officers in these two categories have been directed by the Chief of Naval Personnel to report for their physical examinations for promotions. The procedure to be followed is outlined in BuPers Circ. Ltr. 63-52 (NDB, 30 Apr 1952).

The mental, moral and professional phases of the examination will normally be conducted by a Naval Examining Board on inspection of the officer's record.

Marines Make (and Break) Red Korean Morning Muster

It's reaching a point in enemy-held Korea where the Reds can't even hold a morning muster without the U. S. Marines getting into the act.

Two leatherneck pilots from Marine Observation Squadron Six were on an early-morning reconnaissance mission over Communist territory when they spotted three lengthy lines of troops being mustered.

Making several low passes over the area, the light observation plane was completely ignored by the rigid-standing Red soldiers. The two Marine pilots quickly relayed the position to an artillery unit by radio.

Shortly afterward, they noted the muster was dismissed when artillery shells began shattering the area.

Latest Training Courses Available for EMs

Eight new enlisted Navy training courses have been published and are now available to all Regular and Reserve personnel.

Before an enlisted man may take his service-wide competitive exam for advancement in rating, he must complete the Navy training course applicable to his rating.

These *training courses* are not to be confused with *enlisted correspondence courses*. Correspondence courses include written lessons which must be forwarded regularly to the correspondence course center, and they use training course manuals as their texts.

Training courses are available from your ship or station training

officer or information and educational office.

Reservists on inactive duty may obtain training courses from either their commanding officer, in the case of a man in the Organized Reserve, or from their district commandant, in the case of Volunteer Reservists.

Requests for courses must be limited to those which pertain to your rating and rate. Reservists applying for training courses from district commandants must give full name, rate, service number, address and the title and NavPers number of the course desired.

The new training courses now available are:

Title of Course	Navpers No.	Applicable Ratings
Aircraft Engines	10334-A	ADE, ADF, ADG
Electricity for Fire Controlman and Fire Control Technician	10171	FT, FCS, FCU
Printer 3 and 2	10457	PI
Construction Electrician's Mate 1 and C, Vol. I	10637	CEG, CEL, CEP
Electronics Technician 2, Vol. II	10191	ETN, ETR, ETS
Machinery Repairman 3 and 2	10530	MMG, MML, MMR
Navy Mail	10431-A	TEM
Yeoman 3 and 2	10240-A	YNS, YNT

New Class "A", "B" and "C" Service Schools Established

The Navy has established a number of new schools since the first of the year at the Naval Training Center, Bainbridge, Md., Naval Receiving Station, Norfolk, Va., and Naval Training Center, San Diego, Calif., for training of enlisted personnel in certain ratings.

At Bainbridge the following Class "A" schools have been opened: Fire Control Technicians, 44 weeks; Gunner's Mates, 15 weeks; Personnel Men, 10 weeks; Yeomen, 10 weeks; Quartermasters, 16 weeks; Radiomen, 24 weeks; and Telemen, 16 weeks.

At Norfolk, a Yeomen, Class "B" school of 16 weeks' duration held its first class 5 May, and a four-week Class "C-1" school for Recognition Instructors has been established.

At Naval Training Center, San

Diego, Calif., a Class "C-1" school for Recognition Instructors has also been established.

Two Class "A" schools at Norfolk are being disestablished—the Personnel Men and Telemen schools.

A new Torpedomen's Mates School was established in March at Coddington Point, U. S. Naval Training Station, Newport, R. I. The Torpedo School had been located at the Naval Torpedo Station, Newport, R. I., before being moved to its new location.

QUIZ AWEIGH ANSWERS QUIZ AWEIGH is on page 9.

1. (a) Faked-down.
2. (c) Towing and mooring.
3. (a) Battle of Santa Cruz Islands.
4. (b) Sunk by U. S. naval forces after being irreparably damaged.
5. (b) Vice admiral.
6. (a) Lieutenant general.

Action on Current Legislation of Interest to Naval Personnel

Here is a round-up of the latest legislation during the second session of the 82nd Congress of interest to naval personnel.

This summary includes new bills introduced and any changes in status of other bills previously reported in this section. As usual, the summary includes congressional action covering generally the four-week period immediately preceding the date this issue went to press.

Complete interpretations of some of the more important pieces of legislation affecting the Navy will be carried in future issues of the magazine.

Marine Corps Strength—Public Law 416 (evolving from H.R. 2741 and S. 677): increases the Marine Corps so as to include not less than three combat divisions and three air wings and such other land combat, aviation and other services as may be organic therein, and except in time of war or national emergency hereafter declared by Congress, the personnel strength of the Regular Marine Corps shall be maintained at not more than 400,000. Also, the Commandant of the Marine Corps shall now indicate to the Chairman of the Joint Chiefs of Staff any matter scheduled for consideration by the Joint Chiefs which directly concerns the Marine Corps. Unless the Secretary of Defense, upon request from the Chairman of the Joint Chiefs of Staff for a determination, determines that such matter does not concern the Marine Corps, the Commandant of the Corps shall meet with the Joint Chiefs when the matter is under consideration by them. On such occasion, the Commandant shall have co-equal status with the (other) members of the Joint Chiefs.

Women Medical Officers—Public Law 408 (evolving from H.R. 6288 and S. 2552); authorizes the appointment of qualified women as physicians and specialists in each of the medical services, under laws applicable to males with certain exceptions.

Special Pay for Doctors and Dentists—Public Law 410 (evolving from S. 3019); extends the application of special pay for doctors and dentists in the armed forces until June 1953.

Personal Property Claims—Public Law 439 (evolving from H.R. 404); amends the Military Personnel Claims

Acts of 1945 to authorize replacement or payment of claims for damage to or loss, destruction, capture or abandonment of personal property which occurs incident to the service of military personnel, providing that such loss is not due to negligence or wrongful acts of the claimant or his representatives, and further providing that such loss shall not have occurred in quarters occupied by the claimant within the continental U. S. (excluding Alaska) which are not assigned to him or otherwise provided in kind by the government.

Korean Veterans' G. I. Bill—H.R. 7656; passed by the House and Senate and sent to the President; would provide vocational readjustment and would restore lost educational opportunities to persons who served in the armed forces on or after 27 June 1950. The legislation extends to veterans of the Korean conflict the benefits provided veterans of World War II, including education and training (up to 36 months), home, farm and business loan credit assistance, old-age and survivors' insurance credits, mustering out payments (up to \$300) and employment assistance.

Reserve Components of the Armed Forces—H.R. 5426; passed by the Senate (and previously by the House) and sent to the President; would place all Reserve components on an equal basis in so far as practicable. Provisions call for establishment of a Ready Reserve, Stand-by Reserve and a Retired Reserve in each service in lieu of the present structure.

Combat Duty Pay—Public Law 488 (evolving from H.R. 7391; Sec. 703 and 704): Included in the appropriation act for the Department of Defense and related independent agencies for the fiscal year ending 30 June 1953. Section 703 gives each member of the uniformed services \$45 a month for each month after 31 May 1950, in which he was entitled to receive basic pay and during which he was a member of a "combat unit" in Korea for (1) not less than six days of such month, or (2) one or more days of such month included within a period of not less than six consecutive days of which he was a member of a combat unit in Korea, if such period began in the next pre-

ceding month and if he is not entitled to receive combat pay for such preceding month. Section 704 provides for \$45 a month combat pay for each month after 31 May 1950, for which he was entitled to receive basic pay and in which (1) he was killed in action, injured in action, or wounded in action while serving as a member of a combat unit in Korea, and for not more than three months thereafter during which he was hospitalized for treatment of an injury or wound received in action while so serving; or (2) he was captured or entered a missing-in-action status while serving as a member of a combat unit in Korea, and for not more than three months thereafter during which he occupied such status.

Serviceman's Voting—S. Res. 349: states that the Federal Government should cooperate with the governors of the states in seeing that members of the armed services, wherever assigned, may exercise their voting franchise in the 1952 national and state elections. The Secretary of Defense was requested to cooperate with the states in carrying out this resolution.

Transportation of Dependents' Household Goods—H.R. 5065: passed by the House and Senate; would provide that officers of the Regular Navy and Marine Corps, appointed during the period 8 May 1945 to 31 March 1951 inclusive, after previous service as Naval Reserve officers or Marine Corps Reserve officers, shall be entitled to receive reimbursement for transportation of their dependents and household effects from their home of record to their first assigned duty station.

Disabled Veterans—Public Law 427 (evolving from H.R. 7783); provides an increase in the rates of statutory awards for service-incurred disabilities for veterans.

Mortgage Insurance—S. 3295; passed by the Senate; would provide mortgage insurance on permanent emergency housing projects by state or municipalities for occupancy by veterans of World War II and others.

Submarines to Netherlands—S. 3337: passed by Senate with amendments; would authorize the loan of two U. S. submarines from the Reserve Fleet to The Netherlands.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, NavActs, and BuPers Circular Letters not as a basis for action. Personnel interested in specific directives should consult Alnavs, NavActs and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands. NavActs apply to all Navy commands and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 22—Concerns medical stores carried at medical and dental depots.

No. 23—Has to do with use by medical officers of certain diathermy equipment.

No. 24—Reduces the amounts authorized for clothing allowances for enlisted men and women.

No. 25—Relates to allowable appropriations which can be made for fiscal 1953.

No. 26—Advises personnel that railroads have extended furlough fares to 31 Jan 1953 but that all personnel who desire to take advantage of the low rates must travel in uniform to be eligible.

NavActs

No. 5—States that blankets and pillows will no longer be issued to male enlisted personnel as part of the initial clothing outfit but rather will be issued on a returnable basis.

BuPers Circular Letters

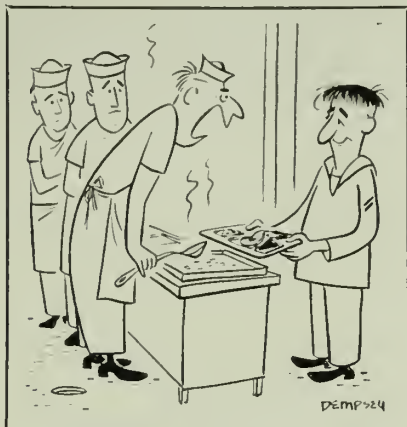
No. 99—Concerns use of inactive duty message forms for Reserve officers.

No. 100—Discontinues program of off-duty courses partially paid for by the Navy for naval personnel.

No. 101—States current policy that members of the Organized Reserve, released or discharged from active duty since 25 June 1950, shall not again be ordered to active duty, other than training duty, involuntarily except in time of war or national emergency declared by Congress, and that although resignations of Reserve officers are normally being held in abeyance, certain specified Reserve officers may submit resignations if they wish.

No. 102—Gives revised procedures to be used in effecting transfers of commissioned and warrant officers to naval hospitals for treatment.

No. 103—Lists procedures to be followed in the case of absentees and deserters. States that disciplinary ac-



"You mean you want the gravy on your jello?"

tion in such cases shall be prompt, be taken by the individual's own command where possible, and be consistent, uniform and in accordance with prescribed standards.

No. 104—Lists enlisted men and warrant officers of the Regular Navy and Naval Reserve selected for temporary promotion to warrant officer, pay grade W-1, and commissioned warrant officer, pay grade W-2 respectively.

No. 105—Contains a list of information booklets to be given Navy men upon separation from the service.

No. 106—Lists changes in voting laws put into effect recently by various states.

No. 107—Contains list of Naval Reserve personnel on active duty who successfully passed their pay grade E-7 General Service Rate Examination, who desire to be transferred to the Regular Navy and have been recommended for such transfer by their commanding officer.

No. 108—Classified information.

No. 109—Encourages commanding officers to grant regularly authorized leave to temporary officers and enlisted personnel who desire to attend convention of the Fleet Reserve Association.

No. 110—Sets down the information which the Navy must furnish to the Selective Service System.

No. 111—Requests applications from officers and enlisted men for courses in photo interpretation and photogrammetry at the U. S. Naval Photographic Interpretation Center, Washington, D. C.

No. 112—Lists the naval activities within the continental U. S. to which male personnel may be transferred for separation.

No. 113—Contains instructions governing the separation of enlisted personnel on active duty in the Regular Establishment and Naval Reserve.

No. 114—Lists warrant officers of the Regular Navy and Naval Reserve selected for temporary promotion to commissioned warrant officer in pay grade W-3 and W-4.

1400 Reserve Officers On Active, Inactive Duty Recommended for Promotion

Promotions are in store for a number of lieutenants (junior grade) and lieutenants of the Naval Reserve, both line and Staff Corps.

One selection board has recommended 4600 men and women lieutenants of the line of the Naval Reserve whose dates of rank were prior to 2 Jan 1946 for promotion to lieutenant commander.

Other selection boards have recommended 1409 men and women lieutenants (junior grade) of the Staff Corps of the Naval Reserve whose dates of rank were prior to 1 July 1949 for promotion to lieutenant, and 896 lieutenants of the Staff Corps of the Naval Reserve whose dates of rank were prior to 2 Jan 1946 for promotion to lieutenant commander.

All officers so recommended are on inactive duty or reported for active military service after 30 June 1951. They will be notified of their appointment by individual letter. It is anticipated that letters will be mailed to officers on active duty sometime after 1 August and to those on inactive duty after 1 September.

Of the total number of officers selected for promotion to lieutenant, there were 600 of the Medical Corps, 90 of the Dental Corps, 32 of the Medical Service Corps, 39 of the Nurse Corps, 448 of the Supply Corps, 6 of the Chaplain's Corps and 194 of the Civil Engineer's Corps.

Of the total number selected for promotion to lieutenant commander, there were 104 of the Medical Corps, 98 of the Dental Corps, 65 of the Medical Service Corps, 38 of the Nurse Corps, 340 of the Supply Corps, 75 of the Chaplain's Corps and 176 of the Civil Engineer's Corps.

Queries as to who was promoted should not be sent to BuPers. Lists of those selected have been forwarded to district commandants.

DECORATIONS & CITATIONS



SILVER STAR MEDAL

- ★ ARNTZ, Leland G., HM3, USNR, attached to a Marine Infantry Company, 27 Nov 1950.
- ★ BRUCE, Sterling L., Jr., HM1(T), USNR, serving with a Marine Infantry Company, 20 Sept 1950.
- ★ COOKE, Kenneth J., BM3, USN, attached to *uss Henrico* (APA 45), 15 Sept 1950.
- ★ FOLEY, Warren J., BM3, USN, attached to Underwater Demolition Team Three, night of 4-5 Aug 1950.
- ★ HAINES, William D., EN1, USN, serving in *uss Partridge* (AMS 31), 2 Feb 1951.
- ★ HOWARD, T. R., LTJG, USN, CO of *uss Redhead* (AMS 34), 10 to 31 Oct 1950.
- ★ KHAN, Ali M., FN, USN, serving in *uss Brush* (DD 745), 26 Sept 1950.
- ★ KOERNER, Clarence A., BMC, USN, 10th assault wave commander, 15 Sept 1950.
- ★ KRAUSE, Ralph A., LTJG, USNR, serving in *uss Brush* (DD 745), 26 Sept 1950.
- ★ LEVIN, Philip, LTJG, USN, CO of *uss Osprey* (AMS 28), 10 to 31 Oct 1950.
- ★ McMAHON, James P., LTJG, USN, CO of *uss Chatterer* (AMS 40), 10 to 31 Oct 1950.
- ★ PARK, Claire E., HM3, USN, serving with a Marine Infantry Company, 20 Sept 1950.
- ★ PETERSON, Sidney A., BM3, USN, attached to *uss Horace A. Bass* (APD 124), 19 Jan 1951.
- ★ PRICE, Paul D., HM3, USN, attached to a Marine Infantry Battalion, 27 November to 3 Dec 1950.
- ★ SHEWMAKER, Robert E., YN3, USN, serving in *uss Partridge* (AMS 31), 2 Feb 1951.
- ★ SLOAN, Marshall, HM3, USNR, attached to a Marine Infantry Company, 27 Nov 1950.
- ★ WOOD, John S., HN, USN, serving with a Marine Tank Platoon, 1 Dec 1950.
- ★ YOUNG, Richard O., LCDR (then lieutenant), USN, CO of *uss Pledge* (AM 277), 10 to 12 Oct 1950.



BRONZE STAR MEDAL

- ★ AIKEN, Robert A., LTJG, USN, serving

in *uss Norris* (DDE 859), 23 Aug 1950, to 7 Feb 1951.

- ★ ASHLEY, Linsey S., LT, USN, serving in *uss Fort Marion* (LSD 22), 15 Sept 1950.
- ★ BACON, John C., CHMACH, USN then machinist and Salvage Boat Officer, 15 Sept 1950.
- ★ BAKER, Calvin L., BMC, USN, serving in *uss Mount Katmai* (AE 16), 18 Aug 1950, to 28 Feb 1951.
- ★ BALL, Thomas J., LCDR, USN, CO of Fighter Squadron 63, 15 September to 22 Oct 1950; 23 Dec 1950, to 30 Mar 1951; 31 March to 18 Apr 1951.
- ★ BARACKMAN, Bruce M., LCDR, USN, CO of Fighter Squadron 64, 1 January to 22 Apr 1951.
- ★ BASSHAM, Byron E., CDR, MC, USN, attached to a Marine Division, 26 October to 15 Dec 1950.
- ★ BOOTH, Blake B., CDR, USN, CO of *uss Chevalier* (DDR 805), 7 Sept 1950, to 11 Mar 1951.
- ★ BORGERDING, John H.A., BMC, USN, serving in *uss James E. Kyes* (DD 787), 25 Aug 1950, to 19 Jan 1951.
- ★ BOSWELL, Covington H., Jr., QM3, USN, attached to Amphibious Group One, Pacific Fleet, night of 24-25 Aug 1950.
- ★ BRUESTLE, Lester K., LT, USN, then LTJG attached to *uss Philippine Sea* (CV 47), 5 Aug 1950, to 22 Mar 1951.
- ★ BUDNICK, Lawrence E., LT, USN, serving in *uss Badoeng Strait* (CVE 116), 5 Aug 1950, to 9 Jan 1951.
- ★ BUTLER, James B., CAPT, MC, USN, on staff of Commander Naval Forces, Far East, 14 Sept 1950, to 27 Aug 1951.
- ★ BUTLER, John F., LCDR, USN, serving in *uss Cacapon* (AO 52), 1 August to 28 Dec 1950.
- ★ BYRUM, James L., LT, USN, serving in *uss McCaffery* (DDE 860), 22 Aug 1950, to 6 Feb 1951.
- ★ CAIN, Elbert V., Jr., CDR, USN, serving in *uss Philippine Sea* (CV 47), 28 Sept 1950, to 25 May 1951.
- ★ CHIARETTA, Lewis, GM3, USN, serving in *uss Valley Forge* (CV 45), 25 June 1950, to 22 Mar 1951.
- ★ COCHRAN, Billy E., LTJG, USN, on staff of Commander Seventh Fleet, 15 Sept 1950, to 28 Mar 1951.
- ★ COHEN, Nathaniel M., Jr., LT, MC, USN, then lieutenant (jg) attached Marine Fighter Squadron 323, 5 Aug 1950, to 9 Jan 1951.
- ★ DAIKEN, Roy F., CHGUN, USN, serving in *uss Paricutin* (AE 18), 8 Oct 1950, to 28 Feb 1951.
- ★ DUKE, Irving T., RADM, USN, then Captain and CO of *uss Missouri* (BB 63), 15 Sept 1950.

- ★ EATON, Charles H., CDR, MC, USN, on staff, Commander Amphibious Group One, 10 August to 20 Nov 1950; on staff, Commander Task Force 90, 10 to 24 Dec 1950.
- ★ GENTNER, William E., Jr., CAPT, USN, Chief of Staff, Commander Fleet Air, Japan, 3 Aug 1950, to 10 Apr 1951.
- ★ GOTTLIEB, Ted M., LCDR, USNR, serving in *uss Eversole* (DD 789), 23 Oct 1950, to 25 Jan 1951.
- ★ GRAHAM, Jack L., LCDR, SC, USN, on staff of Commander Fleet Air, Japan, 2 Sept 1950, to 10 Apr 1951.
- ★ GRAYBILL, Myron W., CAPT, USN, CO of *uss Paricutin* (AE 18), 25 Oct 1950, to 28 Feb 1951.
- ★ HAMILTON, Robert E., LT, USN, serving in *uss Eversole* (DD 789), 25 June 1950, to 25 Jan 1951.
- ★ HAMPTON, Oscar, Jr., BTFN, USN, serving in *uss Brush* (DD 745), 26 Sept 1950.
- ★ HARDING, Harold, H. LT, USN, attached to *uss Bolster* (ARS 38), 7-8 Jan 1951.
- ★ HARRIS, David A., CAPT, USN, Commander Destroyer Division 52, 28 Nov 1950, to 11 Mar 1951.
- ★ HAWKES, Philip K., RMC, USN, attached to staff of Commander, Seventh Fleet, 27 June 1950, to 28 Mar 1951.
- ★ HAZARD, Raymond A., ABC, USN, serving in *uss Philippine Sea* (CV 47), 5 Aug 1950, to 25 May 1951.
- ★ HENGL, Adolph, LT, USN, then lieutenant (jg) serving in Fighter Squadron 111, 5 Aug 1950, to 22 Mar 1951.
- ★ HERLINE, Cleo D., BMC, USN, serving in *uss Mount Katmai* (AE 16), 18 Aug 1950, to 28 Feb 1951.
- ★ HILL, August J.N.H., LCDR, USNR, serving in *uss Valley Forge* (CV 45), 22 Dec 1950, to 24 Feb 1951.
- ★ HOWARD, Hugh W., CDR, USN, CO of *uss Hollister* (DD 788), 6 Sept 1950, to 26 Mar 1951.
- ★ HUFFMAN, Harold N., BMC, USN, CO of *uss YTB 420*, 10 to 23 Dec 1950.
- ★ HUGHES, Jack J., CDR, USN, CO of *uss Hamner* (DD 718), 7 Sept 1950, to 11 Mar 1951.
- ★ ISCHINGER, Eric, Jr., LCDR, USN, serving in *uss Norris* (DDE 859), 3 July 1950, to 7 Feb 1951.
- ★ JARRETT, Thirl E., CDR, MC, USN, serving in *uss Missouri* (BB 63), 16 Sept 1950, to 28 Mar 1951.
- ★ JAY, Charles N., YNC, USN, on staff of Commander Seventh Fleet, 27 June 1950, to 23 Mar 1951.
- ★ KLINGAMAN, Leon C., CDR, USN, then lieutenant commander serving in

uss *Missouri* (BB 63), 16 Sept 1950, to 28 Mar 1951.

* LAY, Leo M., LT, MSC, USN, attached to Headquarters, First Cavalry Division (Infantry), 4 to 21 July 1950; attached to the 10th Corps, 19 August to 15 Dec 1950.

* LUBERDA, Edward J., RD2, USN, serving in uss *Missouri* (BB 63), 16 Sept 1950, to 28 Mar 1951.

* MARQUARDT, Howard M., LT, USN, attached to Fighter Squadron 112, 5 Aug 1950, to 22 Mar 1951.

* MCCUTCHEN, Porter J., BM1, USN, CO of uss *YTB 415*, 10 to 23 Dec 1950.

* MCKINNEY, William R., CDR, USN, then lieutenant commander and CO, Underwater Demolition Team Three, 12 to 24 Dec 1950.

* MCPHERSON, Leon, ELECT, USN, then chief electrician's mate serving in uss *Mount Katmai* (AE 16), 18 Aug 1950, to 28 Feb 1951.

* MOORE, Everett J., BTC, USN, serving in uss *Brush* (DD 745), 26 Sept 1950.

* MORRISON, Fred, EN2, USN, attached to Underwater Demolition Team One, on the night of 24-25 Aug 1950.

* MOST, Karl A., Jr., MMC, USN, serving in uss *Shelton* (DD 790), 25 June 1950, to 19 Jan 1951.

* ONSTOTT, Jacob Wm., LCDR, USN, serving in uss *Badoeng Strait* (CVE 116), 5 Aug 1950, to 9 Jan 1951.

* ORR, Frank W., Jr., LTJG, USN, serving in uss *Mocking Bird* (AMS 27), 10 to 31 Oct 1950.

* PALMER, George G., CAPT, USN, CO of uss *Chara* (AKA 58), 9 Oct 1950, to 28 Feb 1951.

* PALUS, George R., CDR, USN, serving in uss *Badoeng Strait* (CVE 116), 5 Aug 1950, to 9 Jan 1951.

* PARKER, Warren, EN1, USNR, serving in uss *Pirate* (AM 275), 14 August to 12 Oct 1950.

* PARTNER, Verdan E., BM3, USN, attached to Task Element 95.62, 10 October to 5 Nov 1950.

* PASSARELLI, Francis G., QM3, USNR, attached to Task Element 95.62, 10 October to 5 Nov 1950.

* PETERSON, Robert G., CHGUN, USN, serving in uss *Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

* PHILLIPS, Edwin W., CDR, USNR, then lieutenant commander serving in uss *Philippine Sea* (CV 47), 5 August to 14 Nov 1950.

* PHILLIPS, Richard Wm., CDR, USN, CO of Attack Squadron 63, 15 September to 22 Oct 1950; 23 December 1950, to 30 Mar 1951; Acting Air Group Commander, 31 March to 1 May 1951.

* PIECZARAKA, Stanislaw F., BMC, USN, serving in uss *Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

* PRIVETT, Willis E., Jr., LTJG, USNR, officer-in-charge of a group of LCVPs, 1 to 22 Nov 1950.

* PROSSER, Frank D., RDSN, USN, operating from uss *Horace A. Bass* (APD 124), 19 Jan 1951.

* RAWLS, Julian E., LCDR, USN, serving in uss *Manchester* (CL 83), 10 Sept 1950, to June 1951.

* RAY, Charles "S," HM2, USN, attached to the First Marine Division, 23 September 1 to 5 Oct 1950.

* REMENSCHNEIDER, Eugene F., AOC, USN, serving in uss *Leyte* (CV 32), 8 Oct 1950, to 19 Jan 1951.

* RITCHIE, Thomas H., RD3, USN, serving in uss *Leyte* (CV 32), 8 Oct 1950, to 19 Jan 1951.

* ROBBINS, Albert D., CDR, USN, serving in uss *Piedmont* (AD 17), 25 June to 23 Oct 1950.

* ROBBINS, Tommie R., BMC, USN, attached to Beachmaster Unit One, Naval Beach Group One, 15 Sept 1950.

* ROCCA, Anthony E., HM3, USN, attached to a Marine Assault Rifle Company, 2 Oct 1950.

* SALEM, Alfred J., AB2, USN, serving in uss *Leyte* (CV 32), 8 Oct 1950, to 19 Jan 1951.

* SANBORN, Richard W., LT, USN, serving in uss *Leyte* (CV 32), 8 Oct 1950, to 19 Jan 1951.

* SCHNEELOCH, Ralph H., Jr., LCDR, USNR, on staff of Commander Task Force 90, 10 to 24 Dec 1950.

* SCHOENWEISS, Carl Wm., CDR, USN, serving in uss *Sicily* (CVE 118), 3 Aug 1950, to 7 Jan 1951.

* SHELDON, Julian C., LT, USNR, serving in uss *Shelton* (DD 790), 27 Sept 1950, to 19 Jan 1951.

* SHEMWELL, James H., HM3, USN, attached to uss *Henrico* (APA 45), 15 Sept 1950.

* SHEPPARD, Walter P., Jr., LT, USN, on staff of Commander Task Force Element 95.69, 1 to 22 Nov 1950.

* SHERMAN, John O., Jr., LT, USN, on staff of Commander Task Force 77, 25 Aug 1950, to 22 Mar 1951.

* SIMPSON, Clyde W., EN1, USN, serving in uss *Chatterer* (AMS 40), 10 to 31 Oct 1950.

* SMITH, James C., CHBOSN, USN, serving in uss *Badoeng Strait* (CVE 116), 5 Aug 1950, to 9 Jan 1951.

* SPEED, Arnauld B., QMC, USN, on staff of Commander Task Force 77, 24 Aug 1950, to 22 Mar 1951.

* STEPHENSON, John P., SN, USN, serving in uss *Pirate* (AM 275), 12 Oct 1950.

* STEWART, James H., LT, MC, USN, then lieutenant (jg) serving with a Marine Medical Battalion, 26 November to Dec 1950.

* STREETER, Melvin C., YNC, USN, serving in uss *Norris* (DD 859), 23 Aug 1950, to 7 Feb 1951.

* STRIEGEL, Roy O., BMC, USN, serving in uss *Chatterer* (AMS 40), 12 Oct 1950.

* STULL, William L., GMC, USN, serv-

ing in uss *Missouri* (BB 63), 16 Sept 1950, to 28 Mar 1951.

* SULLIVAN, Robert C., LT, USN, on staff of Commander Task Force 77, 12 Nov 1950.

* SUMMER, Gordon Wm., IIMC, USN, serving in uss *Pledge* (AM 277), 12 Oct 1950.

* SWENSON, Harold R., CDR, USN, on staff of Commander Task Force 77, 25 Aug 1950, to 22 Mar 1951.

* TAYLOR, Max D., LT, USNR, then lieutenant (jg) attached to uss *Bolster* (ARS 38), 8 to 13 Jan 1951.

* THOMAS, Ollie J., BMC, USN, serving in uss *Mount Katmai* (AE 16), 19 Aug 1950, to 28 Feb 1951.

* WARD, James P., MMC, USN, serving in uss *James E. Kyes* (DD 787), 25 Aug 1950, to 19 Jan 1951.

* WASH, John L., LTJG, USN, serving in uss *James E. Kyes* (DD 787), 25 Aug 1950, to 19 Jan 1951.

* WICZAI, Louis J., BOSN, USN, serving in uss *Norris* (DDE 859), 23 Aug 1950, to 7 Feb 1951.

* WILLIAMS, Francis C., HM2, USN, attached to First Marine Division, 28 September to 5 Oct 1950.

* WILLIAMS, Laurence R., GM1, USN, serving in uss *Mount Katmai* (AE 16), 18 Aug 1950, to 28 Feb 1951.

* WILLIAMS, Loris D., LCDR, USN, serving in uss *James E. Kyes* (DD 787), 25 Aug 1950, to 19 Jan 1951.

* WHITWORTH, Billis L., LT, USN, CO of uss *Bolster* (ARS 38), 1 Aug 1950, to 18 Feb 1951.

Gold star in lieu of third award:

* LAMBERT, David, CAPT, USN, then commander and CO of uss *Hawkins* (DDR 873), 3 February to 15 June 1951.

Brazil's Highest Naval Award Won by Marine Corps

The U. S. Marine Corps has been awarded Brazil's highest naval decoration. The decoration, red and white streamers of the Order of Naval Merit, was presented by the Brazilian Minister to the U. S. in recognition of the Marine Corps' 176 years of outstanding achievement, and in token of the friendship which exists between Brazil and the U. S., allies through two World Wars.

The ceremony climaxed a traditional Sunset Parade at the Marine Corps Barracks in Washington, D. C., and was witnessed by several hundred Marines and special guests including Secretary of the Navy Dan A. Kimball and Admiral William M. Fechteler, usn, Chief of Naval Operations.

BOOKS: VOLUMES FEATURE FACT AND FICTION

MORE GOOD BOOKS are finding their way to ship and shore libraries. Here are reviews of some of the latest, selected by the BuPers library staff:

• *Primer of Navigation*. Third Edition, by George W. Mixer and revised by Ramon O. Williams; D. Van Nostrand Company.

A third edition of Mixer's invaluable work on navigation is now off the presses. Brought up to date, it includes a section on Electronics Navigation with a description of loran and radar — both of which were classified "confidential" at the time the second edition was printed.

The work of Colonel Mixer, who



Cheer'ly Men

Oh haul pulley, yoe!
Cheer'ly, men!
Oh, long and strong, yoe!
Cheer'ly men!
Oh, yoe, and with a will!
Cheer'ly men!
Cheer'ly, Cheer'ly, Cheer'ly, O!

A long haul for Widow Skinner,
Kiss her well before dinner,
At her boys, and win her!

A long pull for Mrs. Bell,
Who likes a lark right well,
And, what's more, will never tell!

Oh, haul and split the blocks,
Oh, haul and stretch her luff,
Young lovelies, sweat her up!

—Old Sea Chantey.

died in 1947, has been ably carried on by Mr. Williams. Students of navigation will find the material simple and easy to understand. Mixer's book is written in less technical language than the familiar Dutton work on the same subject.

* * *

• *The Distant Shore*, by Jan de Hartog; Harper and Brothers.

Here's a novel that deals with war and peace, love and hate, tragedy and comedy.

Told in two parts, the novel concerns a Dutch sailor who is placed in command of a rescue tug during World War II. The first part deals with his baptism under fire, his clash with a German U-boat and his affair with Stella, co-habitant of "the flat."

The second part of de Hartog's book depicts the skipper's adjustment to "peace." It describes in detail the frustrated, rather ill-fated efforts of the skipper and some of his war-time companions as they try to make their way in a different milieu.

Written with subtlety and understanding, sometimes sparkling, sometimes depressing, the novel is well worth reading.

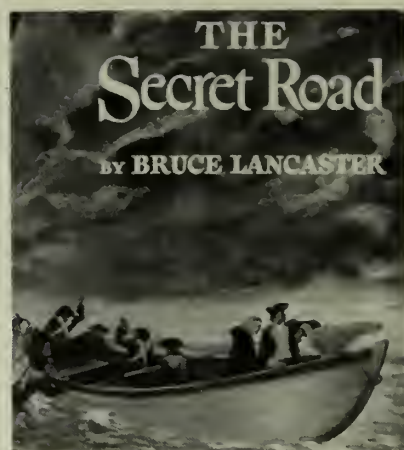
* * *

• *Evil Became Them*, by Pat Root; Simon and Schuster, Inc.

This month's mystery story deals with the Vails—Carlotta, Uncle Bob, Douglas, Cousin Bertha, Lisa and Phillip. It describes the death of Carlotta and the subterfuge, intrigue and subsequent killings that follow. Woven among the lives of the Vails you'll find those of Andras Kertesz, little Cathy and the unfortunate Russell.

The author has provided a rather picturesque setting and an odd assortment of characters in this who-done-it. There is no detective in the usual sense, but Kertesz—or is it Baator?—proves an effective substitute.

Mystery fans who like their murders to be many, violent and varied should enjoy *Evil Became Them*. It's got good characterization, a decent plot and plenty of suspense to keep you on the edge of your bunk.



SHOVING OFF for a trip across Long Island Sound, Grant and Polly carry their dispatches over Secret Road.

• *The Secret Road*, by Bruce Lancaster; Little, Brown and Company.

This is a Revolutionary War novel with a different twist. It is the story of the couriers who carried coded messages from British-controlled territory to the American military leaders.

Some of these early espionage agents are military men — such as Captain Grant Ledyard, Lancaster's hero. Others, like Robert Townsend, the writer, and Austin Roe, courier extraordinary, are civilians.

Women, too, participate in the dangerous game. More than once, Polly Morgan becomes an ideal ally for Ledyard. And we must not forget Laurel Dane.

With a sound basis of fact as a background, Lancaster weaves real and fictitious persons into a good yarn.

* * *

• *Thunder in January*, by H. O. Austin; Vantage Press.

It isn't often that we get to review a book by a Navy chief, much less a book by an alumnus of ALL HANDS. Austin, a chief Journalist, spent three years on the ALL HANDS staff. During that time, many of his spare-time hours went into this novel.

Thunder in January is the story of Eddy Newton, a small-town boy — of his leaving his farm-home, his travels, his marriage. Throughout much of the book, Eddy emerges as a bitter, frustrated, cynical young man.

Chief Austin has concocted a good first novel with psychological overtones, delineating the workings of Eddy's mind and that of Weber, his religious friend.

BATTLE OF SANTIAGO BAY



SPANISH-AMERICAN WAR, CUBA—1898

With their guns blazing, the sturdy ships of the United States Fleet moved in for the kill; their victim, the once-proud Spanish Navy. This account, taken from books written by two of the American commanders, is told in their own words.

Like the attack on Pearl Harbor which came some 43 years later, it all happened on a bright Sunday morning. In the case of the Battle of Santiago, however, both contestants were forewarned of the impending action, and the final outcome was different. The U. S. Navy scored a complete victory and the erstwhile powerful Spanish fleet was practically wiped from the seas.

The Battle of Santiago, coupled with a similar smashing victory by another American admiral, Admiral George Dewey, at Manila Bay in the Philippine Islands, brought to an end the Spanish-American fighting scarcely four months after it started.

Santiago had another important effect on the Navy—it proved without a doubt the fighting ability of the "New Navy," a navy of steel ships and heavy armor, of high-powered rifled cannon and improved engines, a navy which replaced the wooden ships and muzzle-loaded cannon common during the Civil War. From now on, it would be iron ships manned by iron men.

As soon as war broke out in April 1898, the Spanish admiral, Cervera, with a force of cruisers representing the best in the Spanish Navy, sailed from the Cape Verde Islands across the Central Atlantic, successfully eluded merchant ships which had been placed as scouts across his path, and moved into Santiago harbor on Cuba's southern coast where he was in a position to support the Spanish Army ashore.

The American admiral, Admiral William Sampson, USN, then ordered his battle squadron from Havana on the northern coast of the island around to Santiago where he set up a close blockade of the harbor, even keeping a searchlight from one of the guarding ships turned on the entrance to the harbor at night to keep the Spaniards from trying to escape in the darkness.

The situation for the Spanish was rapidly becoming critical. The U. S. Army ashore was pushing steadily toward the city. Supplies of food and ammunition were running short. Consequently, Cervera was ordered to leave the harbor on the chance of saving the vaunted Spanish Fleet. His force consisted of the cruisers Maria

Teresa, Vizcaya, Cristobal Colon and Almirante Oquendo as well as two torpedo boats, Furor and Pluton.

The American ships—the battleships Oregon, Iowa, Texas and Indiana, the cruiser Brooklyn, and the small gunboats Gloucester and Vixen—were ready and waiting.

The following supplement is taken from the accounts of two of the battleship commanders, Captain (later Rear Admiral) Charles E. Clark, USN, of Oregon, and Captain (later Rear Admiral) Robley D. Evans, USN, of Iowa.

Both accounts as they are presented here are abridged from the originals. The original accounts are found in My Fifty Years in the Navy by Rear Admiral Charles E. Clark, USN, and A Sailor's Log by Rear Admiral Robley D. Evans, USN.

Here is how it looked to Captain Clark in Oregon:

IT WAS SUNDAY MORNING, and a beautiful, clear day. I was in my cabin and had just buckled on my sword and taken up my cap to go on deck, for the first call for inspection had sounded, when suddenly the brassy clang of the alarm gongs echoed through the ship, and the orderly burst through the cabin door, exclaiming, "The Spanish fleet, sir! It's coming out!"

I hurried on deck, thinking it must be a false alarm, but as I hastened forward, man after man greeted me with, "You'll see her in a minute, Captain! She's behind the Morro now!"

Just then I saw clearly enough the military top, and then the bow and smokestack of a man-of-war sliding rapidly past the second point in the harbor, and as she disappeared behind the Morro, the leading ship rushed out from the entrance with a speed that seemed inspired by the assurance of victory, firing her guns as she came.

It may not be out of place here to try to give some idea of the peculiarities of Santiago harbor and the position

From *Fifty Years in the Navy*, by Rear Admiral Charles E. Clark, USN; published by Little, Brown and Company, 1917; and *A Sailor's Log*, by Rear Admiral Robley D. Evans, U.S.N.; copyright 1901, D. Appleton and Company; reprinted by permission of the publishers, Appleton-Century-Crofts, Inc.



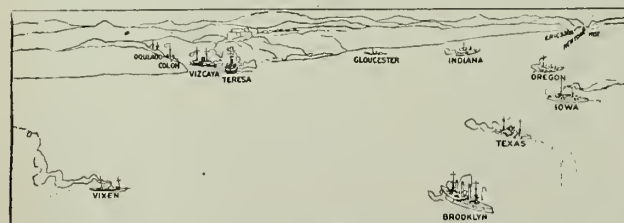
CREW MEMBERS look around the corner from gun turret to see the fall of a shell fired on Colon.

of its fortifications. There are hills on either side of its narrow entrance, on the one side precipitous, and on the other sloping. The picturesque mass of the Morro crowns the abrupt eastern shore, while on the western slope lay the Socapa batteries. Directly at the entrance the channel makes a sharp turn to the right, seeming to hide itself behind the craggy headland of the Morro. The channel becomes visible again as it curves to the left to round Socapa Point, then with another bend to the right vanishes behind the high land of Punta Gorda, which to the eye of the observer from outside would almost appear to close the passage.

The city of Santiago lies four miles above this tortuous entrance, so it will be seen if we had been obliged to force our way in to fight the Spanish fleet, we would have been exposed to the fire from the Morro and Socapa batteries, then to the mines in the channel, and to the batteries on Punta Gorda, before we were able to reach the squadron which was anchored near the city. The batteries would have given us little concern, since experience had taught us how inefficiently they were served, but the mines were a real menace, for if our leading ship were sunk by one, it would block the way for all the others.

One rapid glance around [as the Spanish Fleet made its sortie from the harbor] showed me that under the energetic supervision of Lieutenant Commander Cogswell [my executive officer], everything was being done in preparation for battle. The *Oregon* was thrilling with life.

We had a general order from the Admiral, if the enemy should come out to close in on him at once, but I am sure



every commander was obeying his natural impulse rather than any order, when the forward movement began.

Before the leading Spanish ship, the *Maria Teresa*, was obscured by the smoke of the cannonading which started immediately, I had seen that she was heading to the westward, and as it was almost certain the others would follow her, and it was equally plain they would all be out of the harbor before I could reach its entrance, I too turned west.

Suddenly, from behind the curtain of dense smoke, the *Iowa* emerged, close on our starboard side. I gave the order, "Hard a-starboard!" for it was evident that we were drawing ahead of her slowly and ought to go clear. Just then, some one near me shouted, "Look out for the *Texas*!" and I turned to see her looming through the smoke clouds on our port bow.

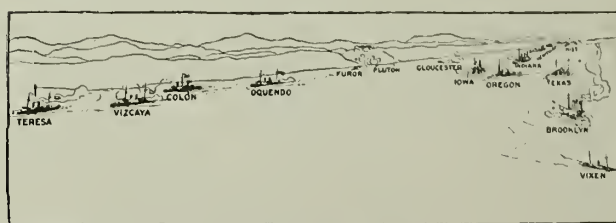
For one intense moment it seemed as if three of our ships might be put out of action then and there, leaving only the *Indiana* and the lightly armored *Brooklyn* to cope with the foe. The only thing to be done was to put our helm hard a-port, with the hope that we might clear the *Texas* and that the *Iowa*, seeing that we must either cross her bows or run her down, would sheer sharply to starboard.

Captains Philip and Evans, both fine seamen, must have instantly grasped the situation and acted on it, for we did pass between them, but by so narrow a margin that I felt that coming to close quarters with the Spaniards would be infinitely preferable to repeating that experience!

A little afterwards the smoke lifted, and somewhat ahead of us, and on our starboard bow, we saw four Spanish ships, (the *Maria Teresa*, *Vizcaya*, *Cristobal Colon* and *Almirante Oquendo*) and realized that at last our meeting with the long-looked-for fleet was actually to take place. They showed no signs of the severe punishment they had received at the entrance, and as we did not know then how much their machinery had deteriorated, I noticed with surprise that the *Oregon* was not only keeping pace with them, but was even gaining a little. Indeed, seeing nothing between them and us, for our less speedy companions were considerably in the rear, I said to the navigator, "Well, Nicholson, it seems we have them on our hands after all."

At that moment, some distance outside, and therefore on our port bow, I saw the *Brooklyn*, Commodore Schley's flagship, and commanded by my old friend, F. A. Cook. She was a little ahead of us, and her guns were doing good work. Although we knew that with her light armor and less powerful battery she could not give us the aid one of the battleships would have afforded, yet the feeling of having a comrade in arms near us was much, and I remember saying with some emotion to one of those standing beside me, "My old roommate is in command of that ship."

At almost the same moment, as we afterwards learned,



PLAN OF BATTLE—Spanish fleet comes out (left). United States fleet closes in and the Battle of Santiago Bay is on.

when we tore out of the smoke clouds and were sighted by the little group upon the *Brooklyn's* bridge, the relief at our approach broke out in exclamations of, "Here comes the *Oregon*! It's the *Oregon*, God bless her!" Ensign Johnston, who was close at my side all that day, reported that the *Brooklyn* had a signal flying, which read "Follow the flag", and I immediately ordered it to be repeated on the *Oregon*, so that the vessels further astern might see it.

About this time we noticed signs of distress on the sternmost Spaniard. This was the *Maria Teresa*, Cervera's flagship. As she had come out of the harbor first and then fallen back to the rear, I have always thought it must have been Cervera's chivalrous idea—he came of one of the old Castilian families to whom such ideas are natural—to cover the retreat of his flying ships and to bear the brunt of the combat. Smoke was seen presently rolling up from the doomed vessel, and making a sharp turn, she headed for the beach. As her colors were still flying, we raked her as we went past—I remember it went to my heart to do it—and pushed on for the next ahead, the *Oquendo*. We closed in on her to a distance of about eight hundred yards, the nearest that vessels approached that day. She could not stand the punishment long. Fires broke out all over her, and she too ran for the shore.

* * *

The rapid fire of the American Fleet, concentrated on the Spanish flagship, the Maria Teresa, had been overwhelming. Three quarters of an hour from the time this Spanish man-o'-war had been first sighted, she could stand the pounding no longer, turned and ran for shore, a mass of flames. Five minutes later the Oquendo was beached in the same condition. At 1100, the Vizcaya too had reached the limit of her endurance and had turned for the shore. Captain Evans, commanding the battleship Iowa, here tells how he saw the morning's battle and how he tried to ram the Maria Teresa, and failing that, turned the full force of his ship's guns on the Spanish ships, playing a major role in forcing them to surrender.

The officers and men were about to be sent to quarters for Sunday inspection, all dressed in clean white uniforms, and I and my son [his son, a naval cadet, had come aboard for breakfast] were just finishing our cigars after breakfast when the alarm for battle sounded all over the ship.

Both of us sprang to our feet and started for the deck, and as my head came above the hatch a gun was fired from the lower bridge of the *Iowa*, aimed in the direction of the *Maria Teresa* by Lieutenant Hill, who was officer of the deck.

Before this gun was fired, and immediately upon discovering the bows of the leading Spanish ship, the signal "250", which had been bent on the night before, was run up, and thus the *Iowa* had the honour of firing the



OREGON sailors 'wigwag' signals at another vessel in Santiago Bay. USS *Vixen* can be seen in background.

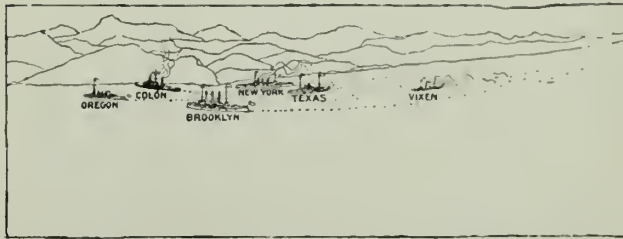
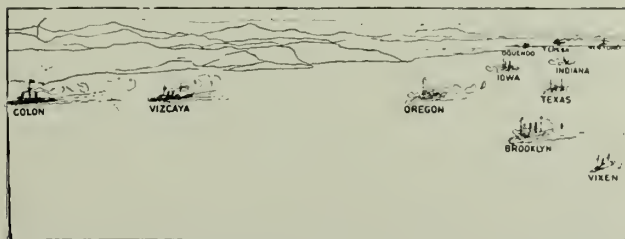
first gun of the action [actually, there is some dispute about who fired first] and first making signal that the enemy's ships were attempting to escape.

When I reached the bridge I found the engines set full speed ahead and the ship pointing straight for the entrance of the harbour. In about two minutes the guns of the starboard battery began firing—that is to say, the eight- and four-inch guns of the starboard battery and the forward twelve-inch guns. The crews of the rapid-fire guns were held in reserve until we should get to closer quarters.

As soon as I had a chance to look about me, I saw the *New York* about seven miles away off Siboney with her helm to port and turning rapidly in the direction of the fleet, and, judging from the great volume of smoke pouring from her smokestacks, her fires were being forced as much as possible. I could see distinctly the admiral's flag at her masthead, and with my glasses could have read any signal she had hoisted. She had started to the eastward a short time before, flying the signal, "Disregard the movements of the commander in chief," a signal that had been made whenever the admiral had for any reason been compelled to leave the blockading line.

This signal indicated that we were not to follow the motions of the flagship, but, instead, close up somewhat so as to cover the interval caused by her absence, all of which was perfectly understood by the fleet.

As the leading Spanish ship, the flagship *Maria Teresa*, swung into the channel leading out from the Punta Gorda, she presented a magnificent appearance with her splendid new battle flags and her polished brass work. Her bright new coat of paint was in marked contrast to the lead-coloured, iron-rusted ships that were rushing full speed at her. As she passed the Diamond Shoal at the entrance



SPANISH fleet turns tail and the chase begins. At right: Santiago Bay is shown after last Spanish vessel surrenders.



USS BROOKLYN forces the Spanish man-o'-war *Maria Teresa* to run along coast during Santiago battle.

to the harbour she swung off to the westward and opened fire smartly with her port broadside and turret guns.

From this moment the battle may be said to have been on, and the roaring of the guns was incessant. The *Vizcaya* came second, about six hundred yards astern of the flagship, followed by the *Colon*, and then the *Oquendo*, bringing up the rear; the torpedo boats *Furor* and *Pluton* were not yet in sight. Their speed I judged to be about eight knots as the ships came down the channel, which was increased to thirteen or more as they kept away to the westward in the open sea.

They came at us like mad bulls, and presented a fine appearance as I caught sight of them occasionally through the dense smoke of our battery.

It had been my intention from the first to ram or torpedo the flagship if I could reach her, and to insure this, I remained, as much as I could, in the conning tower at the side of the quartermaster, who was steering, watching carefully every move of the wheel and directing the man just where to head. I kept the *Maria Teresa* open on my starboard bow, so that the guns could have a chance at her, until it became evident that I could not ram her or even get within torpedo range, when I swung off to port, gave her the full benefit of my starboard broadside, and then swung back quickly and headed across the bows of the second ship, hoping to be able to reach her with my ram.

The *Maria Teresa* passed me at a distance of about twenty-six hundred yards, and, as she crossed my bows, our forward twelve-inch guns were fired and I was confident that I saw both shells strike the Spanish ship. As I swung back for the second ship, my port battery opened

MARIA TERESA goes aground on Cabanes reefs and American ships come to the rescue of the crew.



on the *Maria Teresa* and the starboard guns continued to play on the *Vizcaya* and *Colon*, which were approaching us at great speed.

The fire of the first ship had been very rapid and accurate when she opened, but it grew ragged and inaccurate as the range decreased. I soon found that the *Vizcaya* would also pass ahead of me, and that I could not reach her with ram or torpedo. I accordingly swung to port, gave her my broadside, and, as she passed at nineteen hundred yards, put my helm to port and headed in again to try for the next ship.

At this time the *Colon* came with a great show of speed, passing between the leading ships and the shore and much protected by their smoke. As she passed she struck me twice—two as beautiful shots as I ever saw made by any ship.

I had been doing my best to fight the *Iowa* from the conning tower, but the temptation to see the fight was more than I could resist, and I frequently found myself on the bridge, deeply interested in the magnificent spectacle about me.

The first shell she fired at us, through a rent in the smoke, struck on the starboard side a little forward of the bridge, about four feet above the water line, passed through the cellulose belt, and exploded on the berth deck, demolishing the dispensary, breaking almost every medicine bottle in it, and doing great damage otherwise.

The smells that came up in consequence of this explosion were variegated and intense, a mixture of medicine and mellinite. The second shell, of the same size as the first—about six and a half inches in diameter—struck just at the water line and about six to ten feet farther forward, passed through the side and into the cellulose belt, where it broke up without exploding. It however, made an ugly, jagged hole, eighteen inches long and eight inches wide, through which the water poured with great rapidity. The cellulose in the coffer dam, which was supposed to swell up and stop the shot hole, washed out and floated astern in a broad, brown streak. I think the *Colon* fired only twice [at us], and, as I have stated, she did excellent shooting as far as I could see.

When the *Oquendo* approached, I found that if I held on my course she would pass ahead of me, so I changed and ran parallel with her at a distance of about sixteen to fourteen hundred yards and opened on her my entire battery, including the rapid-fire and machine guns. At this time she was under the concentrated fire of several of our ships and the effect was most destructive. She rolled and staggered like a drunken thing, and finally seemed to stop her engines. I thought she was going to strike her colours, and was on the point of ordering the battery to cease firing, when she started ahead again and we redoubled our efforts to sink her.

As I looked at her I could see the shot holes come in her sides and our shells explode inside of her, but she pluckily held on her course and fairly smothered us with a shower of shells and machine-gun shots.

In the meantime the Spanish flagship headed for the shore, in flames, fore and aft, and soon took the ground about seven miles to the west of the entrance to Santiago Harbour, and a few minutes later the *Oquendo* followed her, the flames bursting out through the shot holes in her sides and leaping up from the deck as high as the military tops. It was a magnificent, sad sight to see these beautiful ships in their death agonies; but we were doing

the work we had been educated for, and we cheered and yelled until our throats were sore.

When we were hotly engaged with the last ship [*Oquendo*], two dense spots of black smoke and two long white streaks on the water indicated the positions of the Spanish torpedo boats as they made their gallant dash for liberty. We turned our rapid-fire guns and the after guns of the main battery on them, and at the same time other ships concentrated on the little gamecocks. In a very short time—not more than five minutes, I should say—a splendid column of steam mixed with coal dust sprang hundreds of feet in the air, and I knew that the boiler of one of them had blown up. A few minutes later the second one blew up, and the torpedo boats that had caused so much worry to friends and foes alike were things of the past. They had given us many sleepless nights, but when it came to the test of battle they had done just what many of us thought they would do. They had been disabled and destroyed in the shortest possible time.

About this time the flagship *New York* came racing back to join in the fight. [*New York*, with Admiral Sampson aboard, had sailed several miles to the east that morning carrying the admiral to a conference with General Shafter of the U. S. Army.] As she passed the batteries they concentrated a heavy fire on her, to which she paid no attention, but fired three shots at one of the Spanish torpedo boats and then hurried on, coming up directly astern of the *Iowa*. She had the *Vizcaya* within range of her eight-inch guns for some time before that vessel ran ashore, but in order to hit her, would have had to fire over the *Iowa*, which I suppose was the reason why Captain Chadwick [Commander of *New York*] held his fire. Afterward, when she passed between me and the wreck of the *Vizcaya*, as I was hoisting out my boats to go to her relief, my men broke into cheers as they made out Admiral Sampson on the bridge.

The course of the *Iowa* had carried her inside of the rest of the American fleet, and, as I drew up abreast of the two burning Spanish ships on the beach, I could see their crews struggling in the water where the shells of our ships seemed to be bursting among them. The *Maria Teresa* had a white flag flying forward, which I was sure could not be seen by the vessels firing on them, so I hoisted the signal, "Enemy's ships have surrendered!" and the fire was at once concentrated on the fleeing *Vizcaya*.

* * *

(With the *Maria Teresa*, *Oquendo* and *Vizcaya* all beached and burning, only the cruiser *Cristobal Colon* was left. *Colon*, reputed to be the fastest ship of either fleet, had gained a lead of six miles over Brooklyn and Oregon and bade fair to escape. However, *New York*, joining with Brooklyn, Vixen, Oregon and Texas, held gamely on, the slower ships dropping by the way one by one. By the end of an hour, it became evident that *Colon* could not maintain her speed and at 1300, Oregon dropped a 13-inch shell just ahead of her. Fifteen minutes later, *Colon*, though uninjured, fired a gun to leeward, lowered her colors and ran ashore. Captain Clark now tells how the chase looked from the bridge of Oregon.)

The *Colon*, the only remaining ship, had drawn several miles ahead, and as she kept on with undiminished speed, I thought a shell or two falling near her might give her a hint that it would be well to surrender. So a little after twelve o'clock, when she was still at a distance from

Oregon Awaits Fate at Guam

The old *Oregon*, here described in action in the battle that marked the climax of her naval service, was in the news again recently.

A bill introduced into Congress provides that *Oregon* together with three other oldtime Navy vessels, the sailing frigate *Constellation*, the sloop-of-war *Hartford* and the cruiser *Olympia* would be scrapped or sold.

The same bill provides that the famous 44-gun frigate *Constitution*, affectionately known to the millions who board her each year at the Boston Naval Shipyard as "Old Ironsides," shall be restored and maintained as a historical relic.

In a letter to the Speaker of the House of Representatives proposing the legislation, the Department of Defense stated that, with the exception of *Constitution*, all these ships are now in poor condition. In some cases, there is danger of loss by fire or from capsizing or flooding. Funds to maintain the ships at present are diverted from money appropriated for repair and overhaul of the active and reserve fleet vessels.

Oregon is now tied up in Apra Harbor, Guam. She got there during World War II when she was towed to Guam with 1400 tons of dynamite aboard. After a long period of unloading, she was left there because of the high cost of towing the ship back to the West Coast.

us, I consulted Nicholson and Ackerman—both of them ordnance experts—and Eberle, who had been doing fine work in our forward turret, as to whether the great elevation required at so long a range would be too much of a strain upon guns and mounts. We decided to fire once with range set for nine thousand, five hundred yards. The shot fell short and we were preparing to increase the range, when the chief engineer, who had just come up on deck, said, "Captain, I was thankful when I heard that gun. I was meaning to ask you if one could be fired. Our men down below are nearly played out, but if they can only hear the guns, they will brace up again."

At 1:10 P.M. one of our shots fell close alongside the *Colon*, and she headed for the beach, her colors coming down, and with them the last vestige of Spain's power in that New World which had once known her as its ruler.

HAULING DOWN of the colors of *Colon* bring cheers from throats of Oregon crewmen after hard battle.



TAFFRAIL TALK

HERE'S A FOOTNOTE to the story in this issue's book supplement—the Battle of Santiago. As you probably have read, this battle brought to an end the Spanish-American War.

The thing that started the war was the sinking of the U. S. battleship *Maine* in Havana harbor. Now the Navy has announced that if your father (or some other member of your family) happened to be on board the *Maine* at that time, you are entitled to receive one of 894 bronze memorial tablets cast from metal recovered from the ill-fated battlewagon, which are being distributed by the Navy.

These tablets, each of which is 18 by 13 inches, were authorized some time ago by Congress but all have not been claimed.

If you're eligible you may obtain one by paying the packaging cost of \$5 as well as mailing costs to your home. Interested persons should forward a letter to that effect to the Secretary of the Navy, Department of the Navy, Washington 25, D. C.

★ ★ ★

We received recently the following letter from the crew of the target submarine *uss Manta* (AGSS 299) putting forth in no uncertain terms that ship's claim to be the champion bottom-scraper in the U. S. Fleet. Here's the evidence:

"Entered Marine railway at U. S. Naval Station, Key West, Fla., 14 April, 1952. 1424—Crossed sill. 1438—Ship resting on keel blocks. 1515—Drydocking completed. 1517—48 men from *Manta* commenced scraping hull. 1737—Scraping completed; elapsed time three hours, 13 minutes. 1738—Light refreshments served."

"We claim to be the champs."

★ ★ ★

Texas, as it often is, is in the news again. This time the Lone Star State has taken the spotlight from no less a competitor than Brooklyn.

It all happened recently when Thomas Graham, RM3, USN, Brooklyn born and bred, was proclaimed an honorary citizen of Texas through the untiring efforts of a Texan buddy, Coy Tucker, YN3, USN, a shipmate on board *uss Adirondack* (AGC 15).

In a solemn ceremony performed by Captain Roland F. Pryce, USN, of the communications ship, Graham received his precious certificate entitling him to do everything but rustle a steer in the state. True Texan Tucker stood up with his friend during the ceremony.

★ ★ ★

Signs-of-the-Times Department: A placard placed in the drydock where *uss Wasp* (CV 18) was undergoing repairs after her collision with the destroyer *Hobson* was changed from "uss Wasp — Can Do" to "uss Wasp — Did" when the hurry-up job was completed. Mail sent from the Naval Training Center, Great Lakes, Ill., now carries the postmark "Great Lakes" instead of the old one, "Waukegan". A mechanical meatball maker, no less, has swung into action at the Naval Air Station, Norfolk, Va., The Norfolk cooks, still wide-eyed with admiration, say the contraption can turn out 3600 meatballs an hour, each one a perfect sphere.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: Navy utility landing craft drops her ramp near the water's edge to unload Army tanks and equipment during 'Operation Rendezvous,' a joint amphibious exercise conducted in Far East.



KNOW-HOW

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training, experience
plus
STUDY in your field



THE NAVY OFFERS OPPORTUNITIES FOR YOUR SELF-IMPROVEMENT — SEE YOUR DIVISION OFFICER

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is available from your training officer

★ information on *voluntary education opportunities*
is available from your information and education officer

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

NAVPERS-O

SEPTEMBER 1952



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SEPTEMBER 1952 Navpers-0 NUMBER 427

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• FRONT COVER: Working out in their double-banked, 12-oared whaleboats, new sailors learn basic seamanship in boot bosin at NTS San Diego, Calif. Photo by LT E. L. Hoyes, USN.

• AT LEFT: USS *Antietam* (CV 36) and USS *Shelton* (DD 790) take on fuel from USS *Talovono* (AO 64) during a day of replenishment in the Korean action. In the background, USS *Essex* (CV 9) waits her turn to come alongside the oiler. For more on *Shelton* see page 2.

• CREDITS: All photographs published in ALL HANDS Magazine are official U.S. Navy photos released through the Department of Defense, unless otherwise designated. Photos on pages 8 through 11, National Bureau of Standards.



Communique No. 116: 'Action at Yang-Do'

NAVAL communique No. 116 — 21 February 1952 (Korean time) ... "Small sampans in the region north of Songjin were attacked by our surface naval vessels yesterday ..."

These were the words America read over its morning cup of coffee on the 21st of February this year (the same date because of the time zone difference in time).

Not many words either — only 16 to be exact. But these 16 and scores of other words just as cold as these, contained in other summaries of action of U. N. naval forces in the Far East, have a story behind them that is warm and human.

This is one such story. It is the story of a small, isolated action, small in the over-all strategic picture but looming large to the men who fight in it.

It might be called the "Action at Yang-do."

The story of the fight at Yang-do serves another purpose than that of simply recounting the individual

deeds of heroism and techniques of collective cooperation that make up any successful operation. It also serves to bring into sharper focus the war being waged every day by ships of the Blockading and Escort Force, otherwise known as Task Force 95.

Task Force 95 has the mission of blockading the important North Korean coastal cities of Chongjin and Songjin, cutting off these cities from outside assistance from seaward or along the shore roads and bottling them up from even their own fishing boats whose catches in normal times make up much of the diet of the inhabitants.

The ships of Task Force 95 also use their guns to good effect in other ways. They provide harassing and interdiction fire, laying their lethal eggs on rail centers and concentrations of troops. They fire in direct support of the troops ashore, too, pinpointing this call-fire on targets such as enemy machine gun or mortar positions.

In other odd jobs, they protect smaller ships such as minesweepers

while the sweepers accomplish their mission, perhaps a mission like the difficult sweeping job in Wonsan harbor.

All this is not to mention routine hours of acting as plane guard for a fast carrier or the occasional hurry-up call to pick up a downed aviator in the cold waters off the battered peninsula.

uss *Shelton* (DD 790), a *Gearing*-class destroyer which displaces 3500 tons fully loaded, was one of these ships of Task Force 95.

On the afternoon of 20 February, *Shelton*, along with the destroyer minesweeper *uss Endicott* (DMS 35) and the New Zealand frigate HMNZN *Taupo*, were "on the bomb-line" along the North Korean coast between Songjin and Chongjin. Chongjin, the farther north of the two, is in the northeast corner of Korea.

Shelton was patrolling a shore bombardment station some 22 miles from Yang-do. *Endicott* and *Taupo* were from 12 to 14 miles away.

The island of Yang-do itself is

scarcely more than a pin-prick on a strategic war map of Korea. It is an egg-shaped piece of real estate situated three short miles off the mainland—a couple of hundred miles behind the enemy's lines. It is a mile or two in length and one of a cluster of three small islands. Yang-do is the largest of the three.

On this insignificant hump of brown earth, U. N. forces have set up an observation post where they can watch the movements of the Reds on the mainland. From Yang-do, observers can all but look down the throats of the Communists.

A small force of South Korean marines commanded by a U. S. leatherneck, First Lieutenant Joe Bartos, USMC, had been assigned to keep this "window on North Korea" open. Lieutenant Bartos was a good man for the job for two reasons: U. S. Marines have always been good at hanging on to islands, and Bartos himself is used to being in somebody else's backfield—he was an All-American halfback for Navy in 1950.

But even Bartos would have had a tough time holding on to an island situated as Yang-do is in the enemy hinterland without the help of the grey ships that put in a reassuring appearance from time to time.

Of course, the Communists had done what they could to discourage these visits. They had sowed a thick field of mines through the narrow channel that separated Yang-do from the mainland. But minesweepers had gone to work and cleared a navigable area extending perhaps a half-mile out from the island in an arc to permit passage around Yang-do. Even with this cleared area, however, a navigator had to look sharp to his chart to get a ship through without edging into the mined area.

The 19th had been a cold and dreary day. Snow flurries had been falling off and on most of the day. Lookouts spotting bombardment targets appeared for their watch snuggled-up in foul weather clothes. Down below in *Shelton's* messhall, the hot coffee tasted better than ever.

Darkness settled down and the shore bombardment ceased. The mid-watch took over the darkened destroyer bridge. Suddenly, at 0130 on the morning of the 20th, the radio came alive. It was the circuit between Yang-do and the ships. In clipped tones, a voice spit out an urgent message: "Communists attacking



TORPEDOMEN'S MATES, Ramsey, Handley and Cook (l-to-r), show how they cast ruptured depth charges overboard while *Shelton* was under enemy fire.

Yang-do in sampans. Come quick!" Those weren't the exact words, but that was the message.

Back at Yang-do, guns flashed in the gloom as Communist batteries along the shore opposite opened up with 120 mm. shells. There's nothing small about a 120 mm.—it's about the size of our five inch shell.

This was the softening-up for the invasion of Yang-do. The Communists were trying in earnest to push the South Koreans and Americans off the island.

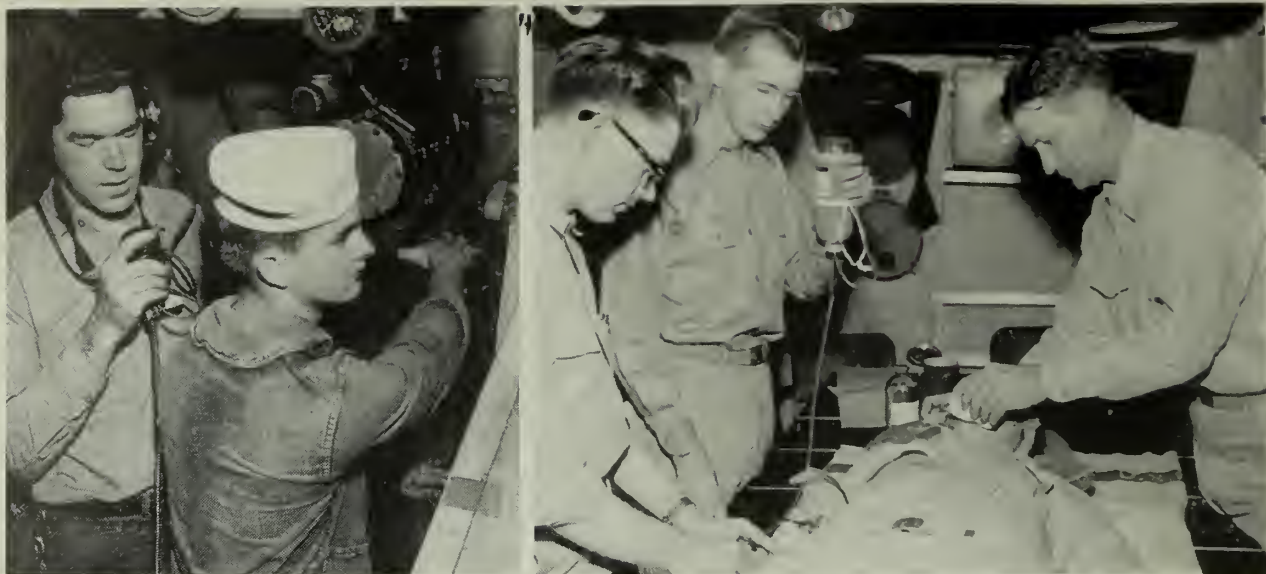
As soon as he received the call from

Lieutenant Bartos, Commander Stephen Carpenter, USN, skipper of *Shelton* and commander of the task element, turned the destroyer on a dime and headed back at top speed to join the fight. He radioed *Endicott* and *Taupo* to do the same.

In his radio directions, he ordered *Endicott* to take a position close to the invading force to illuminate the attacking sampans with flares. He ordered *Taupo* to the northern entrance to the channel to take up a cross-fire position. His own ship he rushed to a position south of Yang-do where



USS *SHELTON* (DD 790) is shown moored in Sasebo, Japan, with native "bumboats" alongside. The destroyer has since returned to the United States.



CREWMEN fired 149 rounds in 21 minutes from gun when *Shelton* was hit. Right: Wardroom 'first aid' is reenacted.

her guns could be brought to bear at close range on the Communists.

By this time, the first wave of the enemy had hit the beach. A heavy fire fight ensued. The Communists (North Koreans) drove forward until they reached a knoll atop the island, driving the defending South Koreans before them.

At that point a tough South Korean Marine sergeant swung into action. Sgt. Chin Yang Chong of the 83rd Korean Marine Corps Company, even though under heavy fire from the beachhead, got a mortar set up and began lobbing shells into the Com-

munist ranks. When the smoke had cleared, there was Chong at his gun with 80 of the invaders dead on the hillside below him.

For his part in this action, Sergeant Chong was later awarded the Silver Star Medal.

But the Communists hadn't given up yet. With typical inflexibility of planning, they sent out a second wave to attempt to do what the first had failed to do.

There were an estimated 90 of the enemy who tried to hit the beach the second time. Of these, approximately half were cut down on the beach-

head. The rest were caught in their open boats in the channel as they tried to escape back to the mainland. Brilliantly silhouetted by flares from *Endicott*, all the sampans were destroyed by accurate fire from the three ships.

Although their invasion plans thus met with dismal failure, the enemy still had one more card up his sleeve and he played it two days later.

Shelton, after making several routine sweeps through the channel looking for hidden sampans and gun emplacements, was about to put out to sea again when she was taken under fire by five 120 mm. batteries ashore.

The first salvo straddled the ship — range about three miles. The Red gunners were right on target. A direct hit holed *Shelton's* starboard bow just above the waterline wounding two men.

Captain Carpenter ordered full speed but the ship was caught in the cramped swept area between the island and the close-pressing minefield.

Other shells came thick and fast.

One exploded in the area of the three-inch gun aft, wounding one man, John McGill, SA, USN. McGill, however, refused to leave his battle station until relieved even though he had to hold his wounded leg with one hand and load with the other.

Another shell whistled in close aboard, grazing the anchor, ripping off a fluke, but doing no further damage.

Another near-miss, however,



GUNNERS keep a sharp eye peeled, in the shadow of 40-mm AAs, for any signs of trouble during a dawn alert on board a destroyer in Korean waters.

brought bad news. It exploded in the water some 90 feet from *Shelton's* fantail on the starboard side. Shrapnel from the blast flew through the air, gouging deep holes in the No. 3 five-inch gun mount. Three tear-drop depth charges were torn from their racks, ripped open and TNT spewed about the deck.

Four fearless torpedomen's mates immediately rushed out on deck, grabbed the mangled charges by the metal rings around the ends and heaved them over the side. Then they unreeled a hose and quickly washed the explosive TNT from the ship's deck, ducking under the five-inch gun barrel which was continuing to pound away at the enemy.

The four were Russell Shortridge, TM1, USN; James Cook, TM2, USN; John Ramsey, TM3, USN; and William Hundley, TM3, USN.

All the hits and near-misses occurred within three short minutes. By now *Shelton* had cleared the minefield and was weaving radically to avoid the fire.

Shelton herself had commenced firing one minute after the Communists opened up. Within a half-hour her sharpshooting gun crews had blasted into oblivion each of the five batteries ashore that had done the dirty work. One five-incher threw 149 shells into the enemy emplacements in just 21 minutes of continuous firing.

Meanwhile, another dramatic scene was taking place in the ship's wardroom — emergency sick bay during General Quarters.

Ensign Levis Louviere Jr., USN, had been hit by flying shrapnel that sprayed No. 3 mount and was bleeding profusely from a gash above his right eye. He was rushed to the wardroom where Ensign James McArthur (SC), USN, William Horner, HMC, USN, and James Cline, CSC, USN, immediately placed the wounded man on a mess table and gave him blood plasma to replace the blood he had lost.

A short time later, as soon as *Shelton* had silenced the shore batteries, the ship headed for *Taupo* who had a doctor aboard. Lieutenant D. D. McH. Forsyth, RNZN, came aboard the ship to treat Ensign Louviere and the ten other men who were wounded in the action. He credited the quick action of the trio in the wardroom with saving the young ensign's life.



TYPICAL KOREAN family, one of many befriended by American forces, is being evacuated from danger areas near front lines by transport truck.

'Itchi Bon' Is the Name for *Endicott*, Koreans Say

More than 200 friendly North Koreans gathered recently on a hilltop on the island of Yang-do to give *uss Endicott* (DMS 35) a rousing send-off on her journey home.

Endicott had been one of the task element that helped repulse an enemy attack on the island with heavy casualties. Her guns had created havoc among the attacking sampans and had helped rout and completely destroy the Communists.

The islanders, some of them wounded in the attack had turned to *Endicott* for medical help. Apparently it had been good medicine judging by the turnout for the farewell demonstrations.

The *Endicott* crew, looking for a break in the monotonous war pa-

trols, was welcomed ashore. Volley ball games were arranged with keen competition between the Koreans and the Yankees.

The islanders, dirt poor by comparison, gave what they could. Octopus, fresh crab and fish became part of the *Endicott's* bill of fare.

The crew had been good will emissaries to the Korean civilians during their entire stay in the war theater.

Now the time had come for the Koreans to say good-bye. They gathered on the highest point on the island and as the ship pulled away, slowly gaining speed, gun salutes and cheers rang out from shore. It was "Itchi Bon" (Very good, Number One) to the Americans.



FRIENDLY North Koreans gave *USS Endicott* (DMS 35) a big send-off when the naval vessel left the Korean theater for a trip to the United States.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **CREDIT FOR VETERANS**—The Veterans Administration has lifted all credit restrictions on GI business loans made by private lenders to World War II veterans for the purchase of passenger automobiles. Private lenders can now make loans for such purposes with longer maximum terms but in no case may the term exceed the economic life of the automobile.

Before the restrictions were eliminated, the maximum term of a GI business loan for the purchase of a new automobile could not exceed 30 months, and for the purchase of a used car, 24 months. No down payments were required under the old restrictions for these loans and none are required now.

The basic law covering GI loans for automobiles remains unchanged. Under this law, such loans can be guaranteed or insured only where it is shown that the automobile is a necessity to the veteran in conducting his business or in fulfilling the requirements of his job. The use of an automobile for necessary travel to and from work does not qualify a veteran for a GI auto loan.

• **NEW ABBREVIATIONS**—In the Bulletin Board section of this issue you will find a discussion of the Navy's new service-wide system of issuing directives, the *Navy Directives System*. The new routine is an extension of the system that has been in use in the Operating Forces for more than a year.

Here are the abbreviations ALL HANDS will use in referring to the new directives.

BuPers Instructions and BuPers Notices, which together replace the old BuPers Circular Letters, will be carried thus: "BuPers Inst. 1210.1 (9 July 1952)", for example, "BuPers Notice 5215 (22 Aug 1952)", and so on. The date in parenthesis is the date the directive was approved for release.

Other abbreviations that will be used which might throw you for a loss the first time you see them are

"OpNav" for "Office of the Chief of Naval Operations;" "NavComp" for the "Office of the Comptroller of the Navy;" and "JAG" for the "Office of the Judge Advocate General."

• **ACADEMY REUNION** — The annual homecoming of alumni to the U. S. Naval Academy will be held 10 and 11 October. The program is to be similar to that of last year and will include a varsity football game between Navy and William and Mary College. Approximately 3000 alumni are expected for the weekend.

• **EM TO NROTC** — A provision of the NROTC law permits enlisted men who have had a certain amount of college training and who will not pass 25 years of age by 1 July of the year they would graduate from the Naval Reserve Officer Training course to enter the course with advance standing.

Such advance standing will apply only to military science subjects. Up to one year's credit in military science may be earned in this fashion, the amount to be determined when the EM goes to the U. S. Naval Preparatory School at Bainbridge, Md., prior to entering NROTC at a college.

• **ALL HANDS DISTRIBUTION** — ALL HANDS Magazine is distributed to *all commands and activities* listed in the *Standard Navy Distribution List* (SNDL). Distribution is made on the basis of one magazine for 10 men ATTACHED to the command. Additional copies may be provided upon receipt of proper justification, addressed to the Chief of Naval Personnel (G-15).

Subordinate activities (not listed in SNDL) or *detached units* receive their copies of ALL HANDS directly from their *parent activities*, and queries on the redistribution of this publication to these units should be addressed to their parent activities.

• **MUSTERING OUT PAY**—Navy-men who have reenlisted or reentered on active duty (as well as those separated from service) since the start of the Korean hostilities are entitled to mustering-out pay under the new G.I. Bill of Rights (see p. 50).

Enlisted personnel of all pay grades and officers in the rank of lieutenant or below in the Navy, or captain or below in the Marine Corps, who have been discharged or released from service under honorable conditions since 26 June 1950 are eligible. They will receive the following payments depending upon how long they were in and where they served:

• \$300 for those with at least 60 day's service who were in Alaska or outside the continental limits of the U.S.

• \$200 for those with 60 days or more service who were not outside the U.S. or in Alaska.

• \$100 for those who spent less than 60 days on active duty.

Navy-men who have reenlisted or reentered on active duty after they were discharged or released from an enlistment entered into after 30 June 1947 will be paid by the disbursing officer having custody of their Military Pay Record. The total amount of mustering-out pay to which these men are entitled will be paid them in one lump sum.

Navy-men who have reenlisted or reentered on active duty after they were discharged or released from an enlistment entered into prior to 1 July 1947 will have to apply for their mustering-out pay to the Field Branch, Bureau of Supplies and Accounts, on an SandA Form 550. (This form may be obtained from your personnel or ship's office). This form should be altered by having the words "since 6/26/50" added after "Alaska" in the Veterans Certificate.

Moreover, the applicant's "Report of Separation" (DD Form 214) must accompany SandA Form 550 when it is submitted to the Field Branch, Bureau of Supplies and Accounts, Cleveland 14, Ohio. If applicant does not have his original DD Form 214 a certified copy may be obtained by writing to the District Civil Readjustment Officer in the Naval District in which his home is located. (Marines will request such copy from Headquarters Marine Corps, Washington, D.C.).

Navy-men who are yet to be discharged and are eligible for the full

\$300 will get \$100 at the time of discharge, \$100 a month later, and \$100 a month after that. Those who are to receive \$200 will get \$100 at discharge and the other \$100 a month later. Those eligible for only \$100 will be paid that amount at the time of discharge. Those men who reenlist in the Regular Service immediately after discharge have their choice of receiving the total amount of mustering-out pay in one lump sum or in installments as listed above.

However, some 250,000 Navy men have already been discharged or released since 26 June 1950, that is, they are Korean veterans. Most of them have not returned to active duty. To receive mustering-out pay, *men who have been discharged or released since 26 June 1950 must:*

- Submit on or before 16 July 1954, an informal-type certified application on 8 x 10½ inch paper containing: the veteran's name and address either printed or typed; service number, serial number or file number; statements he was not discharged or released from active duty to accept employment, without having served outside the U.S., that he is not now serving on active duty, that he has not received any mustering-out payment for service after 26 June 1950; a statement as to whether or not he has had foreign service and the date of his arrival in the U.S. (See box.)

- Submit, with his application the original of the Report of Separation from the Armed Forces of the United States (DD Form 214). If you have lost your original DD Form 214, you should apply to the District Civil Readjustment Officer in the Naval District in which you now reside for issuance of a certified copy (Marines will request such copy from Headquarters Marine Corps, Washington, D.C.).

Certain persons discharged or released from active duty are *excluded* from benefits under the new mustering-out pay law. They are:

- Navy men who at the time of discharge or release from active duty are transferred or returned to the retired list with retired pay, or to a status in which they receive retirement or retainer pay, except those retired or separated for physical disability.

- Navy men who were not discharged from the service under honorable conditions.

- Navy men discharged or released

Sample Application for Mustering Out Pay

The following sample form is reprinted for the benefit of all those Korean veterans *who are not now on active duty*. They may copy it and forward it to the appropriate activity (see story).

Personnel on active duty need NOT use this sample form, since they will obtain regular application forms from their disbursing officers.

APPLICATION FOR MUSTERING-OUT PAYMENT Under Veterans Readjustment Assistance Act of 1952

I enclose my Report of Separation from the Armed Forces of the United States (DD Form 214) from the U.S. Navy (or Naval Reserve) and request the mustering-out payment authorized by law.

I was not discharged or released from active service on my own request to accept employment; or if I was discharged or released to accept employment, I served outside the United States after June 26, 1950; I am not now serving on active duty in the armed forces of the United States; and have not made and will not make any other application for mustering-out payment for service after June 26, 1950.

Have you served outside the continental limits of the United States or in Alaska after June 26, 1950? _____
(Answer yes or no). If answer is yes, state date of arrival in the United States.

Have you received any mustering-out payment for service after June 26, 1950? (Answer yes or no).

Return my Report of Separation and mail check to me at the following address:

(Print or type) First Name, Middle Name, Surname, Service, serial or file number.

Number and Street

City Zone State
I certify that the above information is true and correct.

Signature (Do Not Print)

from active duty at their own request to accept employment and have not served outside the continental limits of the U.S. or in Alaska.

- Members of the armed forces whose total period of service has been as a student in a civilian institution.

- Any member of the armed forces, for any active service performed prior to date of separation for the purpose of entering the U.S. Military Academy, the U.S. Naval Academy or the U.S. Coast Guard Academy.

- Those whose only service has been as a cadet at the U.S. Military Academy or U.S. Coast Guard Acad-

emy or as a midshipman at the U.S. Naval Academy or in a preparatory school after nomination as a principal, alternate, or candidate for admission to any such academy.

- Those who were ordered to active service for the sole purpose of training duty, or a physical examination, or *ordered* to active service for a period of less than 60 days.

- Members of the Naval Reserve discharged and reenlisted in the Naval Reserve while on active duty. Entitlement only accrues on the date of release from active duty.

In the case of any Navy man discharged under honorable conditions on or after 27 June 1950, and who died after leaving the service and before receiving any portion or the full amount of mustering-out payment to which entitled, payment of the amount due may be made to a surviving wife or husband. If there is no wife or husband, mustering-out pay will be given in equal shares to his child or children, if any. If the veteran leaves no surviving wife, husband or child, payment may be made in equal shares to his surviving parents. Here's something else to keep in mind: Penalties are provided by law for making false claims for mustering-out pay.

Personnel on active duty who are eligible should see their disbursing officers about application procedures.

Personnel NOT on active duty should mail applications to the following addresses:

- Navy—Field Branch Bureau of Supplies and Accounts, Cleveland 14, Ohio.

- Marine Corps—Commandant of the Marine Corps (CDD), Washington 25, D.C. (A sample application form for personnel not on active duty appears in a box on this page.)

- **SERVICE RIBBONS**—Among the changes brought about by the latest edition *U.S. Navy Uniform Regulations* is one concerning the wearing of service ribbons.

Now, if you have more than six service ribbons you no longer are required to wear them all when ribbons are prescribed. You do, however, have to wear a minimum of six ribbons—the six of highest precedence.

Of course, if you rate more than six ribbons and want to wear them, that's your privilege. Moreover, if you rate six service ribbons or less, you are required to wear them all when ribbons are prescribed.

They Explore, Test, Invent for Navy

This is the third in a series of articles which ALL HANDS will publish from time to time on other services and activities of the United States whose work is allied to or has an important effect upon the Navy, its ships or its personnel.

WITHIN a cluster of dignified ivy-clad buildings set amidst ancient trees and green lawns, some of the wildest dreams of Buck Rogers are coming true.

It is here that sharp-thinking, pipe-smoking scientists of the National Bureau of Standards are exploring, testing and, in many cases, creating for the Navy and others such gadgets as machines that "think," instruments that measure the thickness of an object from a single surface, paper made of glass. And, among other things, they played a big part in changing gold to mercury.

NBS scientists, testing specialists and statistical experts work in close cooperation with numerous activities of the Navy; for example, with designers, inventors, planners and scientists of the Office of Naval Research, BuShips, BuOrd, BuAer, BuMed, BuDocks, etc.

At the present time, the Navy is one of the largest single "customers"

National Bureau of Standards Plays Big Role Serving Armed Forces and the Nation

served by the National Bureau of Standards. This cooperation has played an important part in making the Navy the highly specialized technically advanced organization that it now is.

Since the beginning of World War II, the Bureau and the Navy have worked together in developing such far-reaching projects as guided missiles; wind measurement by radar; magnetic mine countermeasures and the constant depth mine; development of aircraft jet engines; fuels and lubricants; optical glass; naval aircraft lighting and antisubmarine aircraft searchlights; light sources for night photography; aircraft carrier lights; and air patrol detection of submarines.

Many of these projects are continuing today. Because of high security classification, details of some cannot be revealed at the present time. The story of others though, can now be told.

Take, for example, the matter of recording weather data in out-of-the-way places—a matter of interest to every Navyman. At the request of BuShips, the National Bureau of Standards has developed and is now holding in a stand-by status two types of automatic weather stations.

One, named the "Grasshopper," can be dropped by parachute to regions not easily accessible by other means. It will automatically set itself up and periodically make and transmit weather observations pertaining to temperature, pressure and humidity for an indefinite period.

Here's the way it works: Shaped like a bomb and packing its own parachute, the "weather station" is loaded on the bomb rack of an airplane. When released, the parachute automatically opens by a line rigged from the plane. An electric clock is started by the opening of the parachute. The impact of landing sets off a small explosive charge that disengages the parachute. After a short time, another explosive charge snaps out six legs from the station and causes the Grasshopper to stand upright in its operating position. Another explosive charge extends an antenna to approximately 20 feet and from that point on, the electric clock takes over.

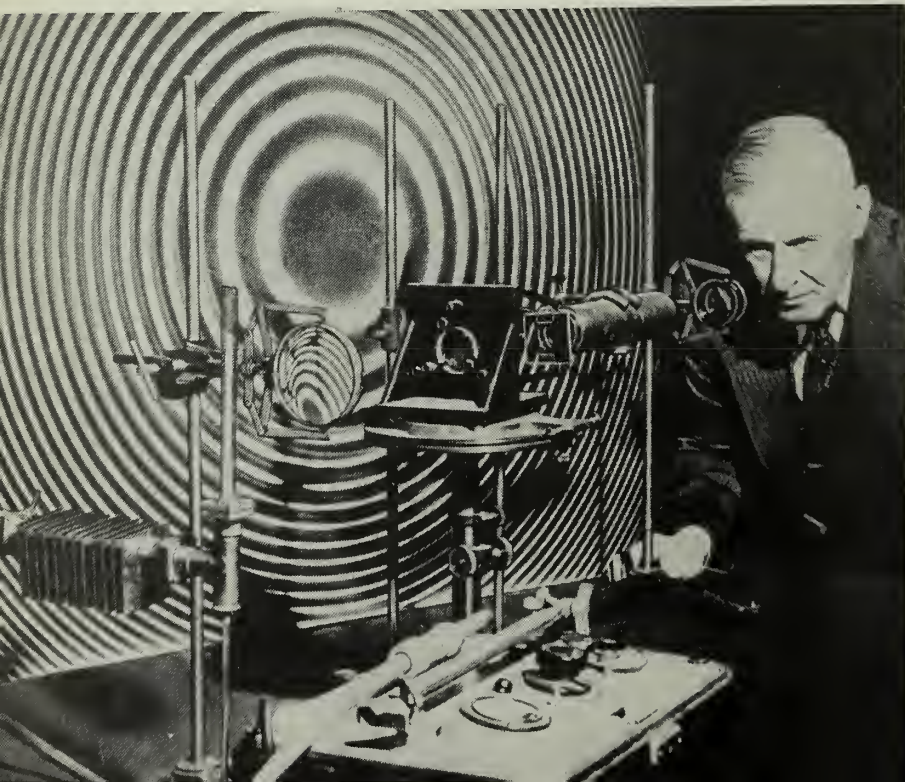
Each of these stations has its own special pulse rate characteristic so that the operator at the receiving station can identify each Grasshopper. The finishing touch is provided by a mechanism which tells the operator if anything has gone wrong. If the information is not correct, the Grasshopper says so. It can also be used as a radio beacon with either constant or intermittent signals.

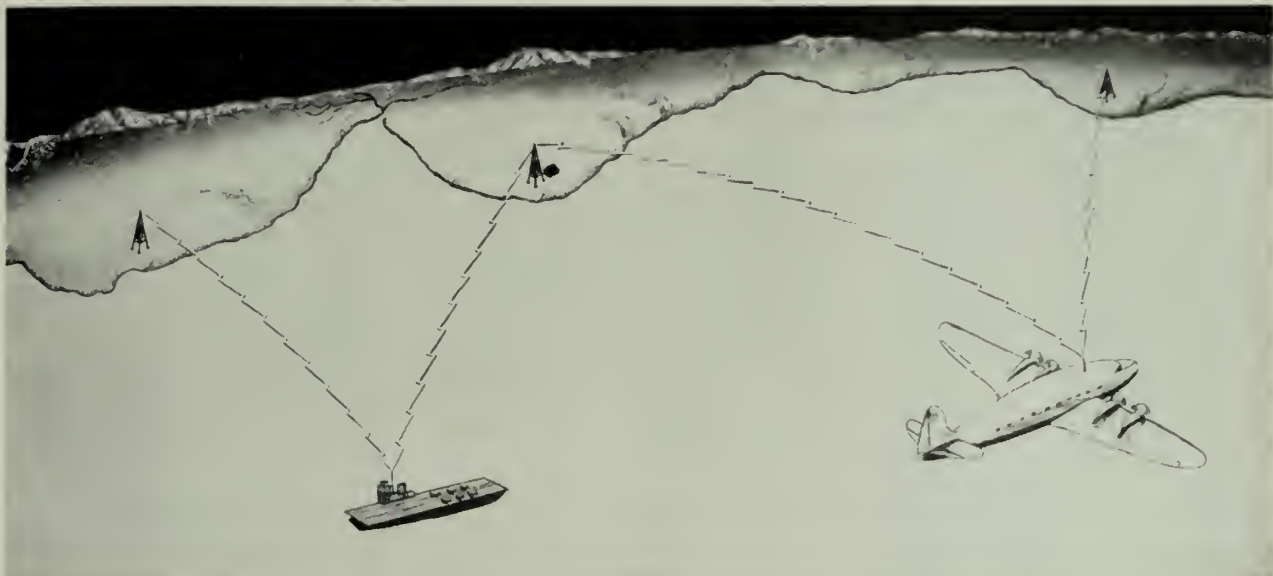
The other type of automatic weather station is for use in the water. It can simply be chucked overboard almost anywhere and will continue to transmit coded weather reports by radio at three-hour intervals for 30 days.

Twenty-seven feet in over-all length and weighing 280 pounds, the station centers about a buoy cylinder five feet long and 16½ inches in diameter. Fastened to the bottom of the cylinder is a tail pipe ending in 40 pounds of ballast. The seven-foot antenna extends above the buoy and superstructure.

Every three hours the gadget gives

LIGHT WAVES are now being utilized to obtain precise length measurements in atomic research. Here a scientist works with 'Mercury 198' in laboratory.





MORE THAN 100 tables used by ships and planes to locate their positions by Loran system were computed by NBS.

an identification signal, reports to the home station the air temperature, water temperature, air pressure, wind speed and wind direction, and then automatically switches off until it is time to broadcast again. But automatic weather stations are but one in an array of devices developed by the National Bureau of Standards. Take, for example the 48-point temperature monitoring device, dreamed up by two of the Bureau's electronics specialists.

This contraption flashes a warning if the temperature at any one of 48 points — such as points on the bearings of an engine — rises above an individually predetermined safe range. From the centrally located monitor unit, pairs of wires run to individual thermocouples mounted at the critical points. A master alarm light goes on if any of the 48 points become too hot and, if desired, an alarm bell will also ring at the same time. The location of the trouble is shown by a separate unit fitted with 48 lights arranged so that each light corresponds to one of the 48 thermocouples. These lights go on to show which point is in danger of overheating.

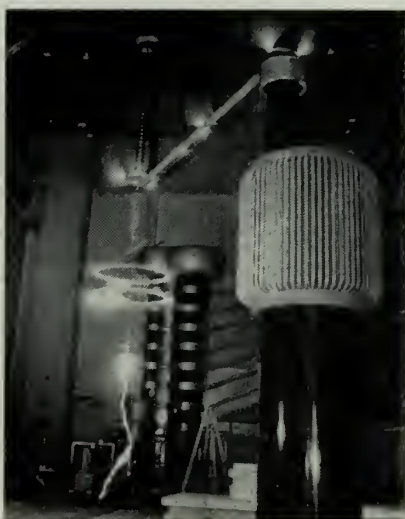
Of interest to every Navyman on leave is another research problem. This is conducted by the Bureau on the strength of suitcases. This question was asked, not by the Navy, but by rail, bus and airline officials because luggage damage on trains, buses and airplanes was averaging more than a million dollars a year—

that's a tidy sum in anybody's book.

The Bureau sent sample suitcases on 12,000-mile trips all over the country, devised a machine that dropped them and picked them up by the handle thousands of times, then piled heavy weights on them.

A good suitcase, they found, should be able to hold a 150-pound man for five minutes, standing either on its top, sides or end. One should be able to pick it up 25,000 times without breaking the handle and drop it 50 times on the faces, edges or corners from a height of five feet without having it fall apart.

Another grueling problem, some-



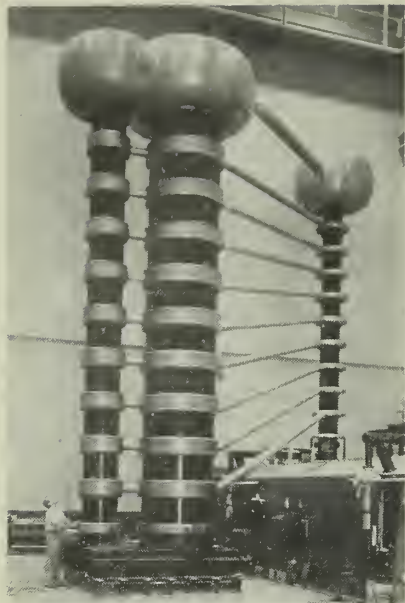
NO SCENE from horror movie, this photo shows effects produced by 1-050,000-volt, 60-cycle transformer.

what more basic than the "Case of the Battered Suitcase," was the matter of actually breaking human bones to learn how much punishment they can take. This investigation, undertaken at the request of the Navy, was used in designing airplanes and safety devices so that crews and passengers will have a better chance of surviving crashes.

Modern jet fighters are so fast that pilots cannot bail out unaided because of the force of their own air stream. Instead, they have to blast themselves out with an explosive charge under the seat. Too great a shock may break the pilot's back or injure him internally. Navy engineers wanted to know how much of a shock human bones could absorb and how much of the shock they transmit to vital organs.

Looking into the problem, the Bureau found that long bones of the human body, those in the arms and legs, average twice as strong as a piece of hickory the same size. Bones are elastic in all directions, and will bend and spring back considerably without breaking, the experts discovered, though of course they grow more brittle with age. The findings of the NBS experts regarding bones were put to use in new aircraft design.

Human teeth have also come under their scrutiny. Next time you have a tooth filled, you'll notice that the dentist probably handles the filling material, amalgam, in a soft rubber container, being careful not to touch it



HIGH VOLTAGE X-Ray installation is largest of its kind in the world. It's in special six-story building.

with his hands. Bureau researchers, working in cooperation with Navy dentists and the American Dental Association, are responsible for this practice.

Formerly many people who had teeth filled suffered severe pain in them at some later date, the periods ranging from a few days to several years. Bureau scientists found the reason: Dentists often had mixed their amalgam by rolling it in the palms of their hands, not realizing that the little

moisture thus absorbed got into the filling. Inside the tooth, this moisture combined with the zinc of the amalgam to form hydrogen gas which then expanded and caused the pain.

Amalgam fillings often failed, because little was known about this material and how to insert it properly. Today 90 percent of dental amalgams meet standards of quality set by the Bureau. As a result, fillings last much longer.

Bureau tests have also helped develop new materials, both for false teeth and for denture bases, which will no longer shrink, break or dissolve in mouth fluids.

Although the Constitution gave Congress the power "to fix the standard of weights and measures," weights used during the early days of the Republic were far from uniform. Not only was there much uncertainty as to the value of the pound, ounce, and other units, but the fineness of United States coinage had also been questioned.

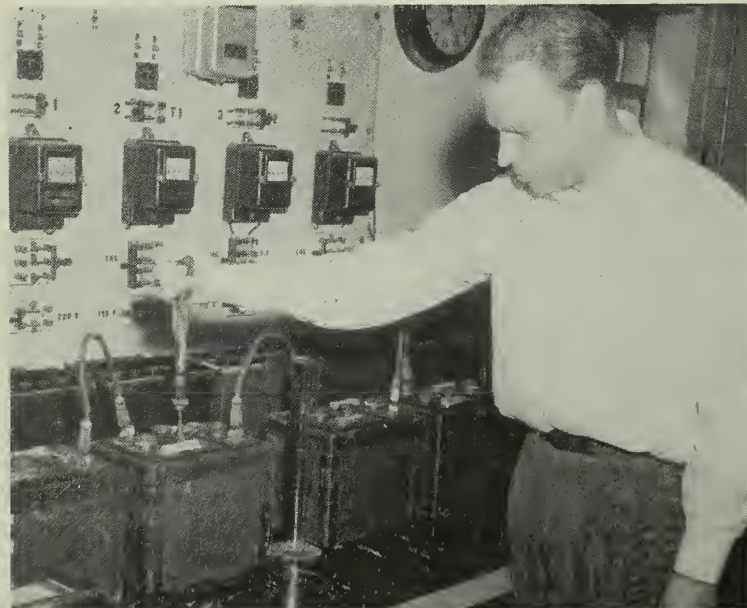
To remedy the situation, a small Office of Standard Weights and Measures was set up in 1830 in the Treasury Department as part of the Coast Survey. Through this Office, definite values were established for the pound and other common weights. Standard weights and balances and standards of length and capacity were constructed. Finally, in 1901, the Bureau of Standards was created to furnish industry with a system of fundamental standards of measurements and to

provide ready access to a source of calibration of industrial and laboratory working standards. In addition to this initial function, NBS carries out specific research and development projects in the physical sciences and mathematics.

Briefly, the National Bureau of Standards, now part of the Department of Commerce, has three main jobs, all of which are of interest and importance to every Navyman as well as every other citizen:

- It sets the national standards of measurement, such as the length of an inch and the weight of a pound. It fixes temperature standards ranging from 459.6° below zero Fahrenheit to 6000° above. It sets the standards for accurate measurement of the amount of electric current in one ampere and of the voltage, resistance and power, factors upon which the country's electrical industry is built.
- It tests the quality and performance of all kinds of products from typewriter ribbons and paint to steel girders procured by the Federal government. Many items procured by the Navy are first tested by the Bureau of Standards to insure that the products meet the Navy's high standards.
- Finally, it carries on research and development in countless fields, only a few of which are described above.

A list of the scientific and technical divisions of the Bureau will give some idea of the wide diversity of its activities: electricity, optics and met-



NBS tries to improve automotive and aircraft batteries: At right: A nuclear resonance detector is given check-up.

rology, heat and power, atomic and radiation physics, chemistry, mechanics, organic and fibrous materials, metallurgy, mineral products, building technology, applied mathematics, electronics, radio propagation, ordnance development, and guided missiles development.

This matter of setting standards of measurement is not as simple as it may seem at first glance. For example, with the expanded use of microwaves in radar, a whole new field of electrical measurements must be explored.

For many years, the standard unit of lineal measurement has been the meter; the standard of mass, the kilogram. The Bureau's standard meter and kilogram are guarded in a securely locked vault. So delicate and precise are these standards that they are never touched by human hands, for a spot of perspiration could alter their basic values. When the kilogram is placed on scales for checking other weights against it, the operator works by remote control ten feet away, lest even the heat of his body affect the test.

However, these standards are no longer accurate enough for the Bureau perfectionists. Through use of the atoms, they have established a new standard of length, potentially accurate to one part in a billion ($1/1,000,000,000$).

The new atomic standard of length is the wave length of green light emitted by atoms of a new kind of man-made Mercury—Mercury 198. This has been measured to one part in a hundred million. One meter is equal to 1,831,249.21 wave lengths of this green light.

Unfortunately, when they began their research, Bureau scientists could obtain no Mercury 198. It forms a part of ordinary mercury all right, but it still cannot be separated from it.

To solve the problem, these modern alchemists, working with the Atomic Energy Commission, turned gold to Mercury 198 by bombarding the gold with neutrons in atomic piles, first developed during the atomic bomb program. NBS is now making Mercury 198 yardsticks for other scientific laboratories.

Asked if it would be possible to turn mercury into gold, the dream of early-day chemists, Bureau officials stared blankly at the questioner.

"But why? Mercury 198 is much more valuable to us than gold!"

Navymen Answer Call To Donate to Blood Banks

Cases full of blood plasma are being stowed in blood banks across the nation as Navymen turn out to answer the appeal of the American Red Cross for blood for Korea.

An outstanding example of the Navys willingness to help in this campaign is the blood-donor program among the men of the Cruiser-Destroyer Force in San Diego Harbor.

A Red Cross mobile blood collecting unit from Los Angeles went aboard the destroyer tender *uss Prairie* (AD 15) to start the campaign. The boat deck of *Prairie* looked like an open air hospital ward as 17 nurses aides prepared to receive the men.

Other volunteers included several hundred men from Destroyer Division 11—*uss Orleck* (DD 886), *uss Floyd B. Parks* (DD 884). The DesDiv 11 ships were moored alongside *Prairie*.

At the same time another unit was set up ashore at the San Diego Naval Station and 200 crewmen of *uss Herbert J. Thomas* (DDR 833) made their donations there.

In other areas Navymen were answering the call. Here are typical examples:

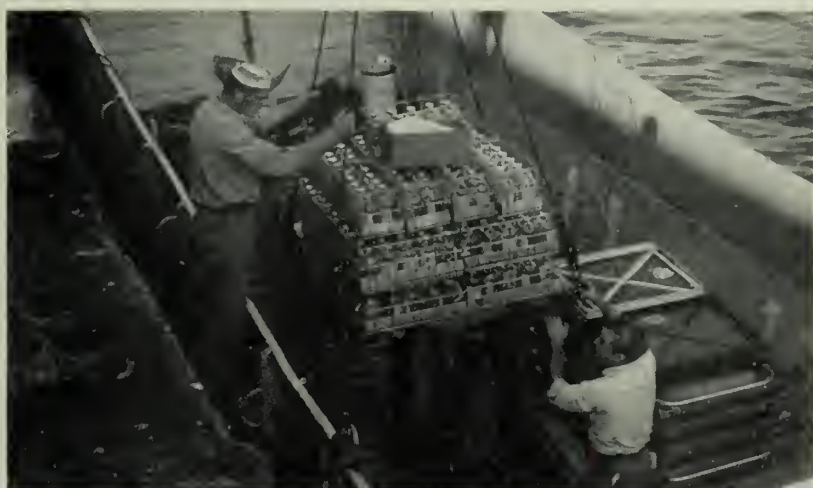
- Honoring the 30 men who lost their lives when the Number One turret of the heavy cruiser *uss St. Paul* (CA 73) exploded, 316 officers and men of *St. Paul's* sister ship *uss Helena* (CA 75) gathered at the Long Beach Naval Shipyard to open

the *St. Paul* Memorial Blood Drive.

- Operation "Blood Lift" at the U.S. Naval Air Missile Test Center, Point Mugu, Calif., helped the Center hit a record collection for the armed forces when a blood donor unit flew nearly 60 miles over the Pacific to San Nicolas Island in a Navy R4D-8. This was the first time that Navy, public works and contractor personnel of the guided missile center's island installation were visited by the blood mobile which makes regular monthly visits at Point Mugu. On 4 June 1952, the Center collected its 2000th pint of blood when Cpl. Ronald L. Sullivan, USMC, a Korean veteran donated his share.

- In Boston, Mass., the officers and men of *uss Maloy* (DE 791) set what is probably a new record for blood donations when, for the third time in five months, they trooped to the Blood Donor Center *en masse* to give their blood for shipment to their buddies in Korea. The last two of these mass donations have been by 100 percent of the crew each time. The other time, although 100 percent volunteered, special circumstances prevented the total number from donating.

- One of the largest donations of blood ever received from a ship by the Red Cross in the New England area came from the light cruiser *uss Worcester* (CL 144) which donated the grand total of 1087 pints.



BLOODMOBILE equipment is loaded onto a landing craft enroute to *USS Prairie* (AD 15), where 1200 Navy volunteers filled Red Cross quotas.

NJC Eases Task of Assigning You to Duty

NAME? "John J. Jones." Rate? "Radioman, third class." Service number? "402 93 16." Navy Job Code? "Gosh, I don't know."

Many — perhaps most — sailors go through just such a routine when filling out a Navy form. Why don't they know their Navy Job Code? Probably because they don't think it's important. If you are one of these, read on.

The Navy Job Code is as much a part of an enlisted man's identification as his service number or rate. The Navy uses NJCs in several ways, all of which strongly affect your service career. First of all, your NJC identifies your Navy job skill or skills and special training. In other words, if you have special abilities of value to the Navy, your NJC will show it. What's more, your NJC will clearly point out your abilities to those who go over your service record or, in fact, any report of official letter that concerns you.

Here are some other ways the Navy makes use of the Navy Job Code system:

- To assign personnel reporting for duty.
- To request personnel by specific qualifications.
- To determine which Emergency Service Rating a Regular Navy EM would be assigned in case of mobilization.
- To help identify those who need training.
- To identify billets that call for EMs who have special skills.

Detailing and distribution activities make wide use of the Navy Job Code system. (And these activities are important to you because they are the ones who decide to which ship or shore station you will be sent for duty.) One reason for their making use of this system is that your NJC

shows your particular qualifications much more fully than does your rate.

For example, you may be a sonarman third class available for assignment with NJC SO-0404 (known as a Sonar Operator, Integrated Antisubmarine Warfare.) If a shoreside billet that called for a third class sonarman were open in the Boston, Mass. or San Francisco, Calif. Harbor area it would call for someone with an NJC of SO-0444 (known as a Sonar Operator, Harbor Entrance Control Post.) You would not be assigned to that billet without further training. The job calls for a man with sonar training in harbor entrance control post operations.

If the international situation brought about mobilization, your code would cause your rate to be changed from SO3 to SOC3 (Sonarman, Shipboard). However, the other sonarman, the one who filled that billet in Boston or San Francisco, also an SO3, would become SOH3 (Harbor Defenseman).

The fact that you hold a particular job code, however, does not RESTRICT your assignment or training nor does it mean that you will not be called upon to perform any job within your rating. What it does accomplish is to identify any particular qualification you may possess. As you acquire more significant skills your codes will change.

Specialties like the two mentioned above exist within the broad fields of all individual ratings. The boatswain's mate rating, for example, is divided into shipboard boatswain's mates, riggers, stevedores, canvassmen, CB boatswain's mates, boat operators and mine warfare boatswain's mates. These groups are further divided by degree of skill. The boat operator group alone splits into BM-0162

(Yard Craft or Harbor Tug Boat Captain), BM-0163 (Harbor Boat Coxswain), BM-0164 (Assault Boat Coxswain) and BM-0215 (Harbor Pilot).

Altogether there are more than 1,100 different types of jobs listed for Navy EM's. Currently all of these jobs are not being performed, but in the event of a declared national emergency, they probably would be. You can find all of these jobs listed and described in a publication entitled *Manual of Enlisted Navy Job Classifications* (NavPers 15105 - Rev.)

This manual is issued to every command, and you will find the Introduction of particular interest. (Note to PN's and YN's: be sure Change #1 is inserted.) Incidentally, NavPers 15105 is required reading for all officers and leading petty officers, as pointed out by BuPers Circ. Ltr. 59-52 (NDB, 15 April 1952).

The Navy job classification system grew out of the unprecedented expansion which the Navy underwent during World War II. New equipment and innovations of great complexity required increased degrees of skill. This, in turn, called for a method of earmarking these skills more positively than by a broad rating.

In 1945 extensive job analysis study of all the jobs in the Navy resulted in a new rating structure and a job code classification system which were closely related and designed to supplement one another.

In early 1946, when the first *Manual of Enlisted Navy Job Classifications* was issued to the service, the job classification system swung into operation.

This system is based upon four main elements:

- Navy Job Title. This is the title of the job classification. In general it is the same as the name by which



the individual billet is known in the Navy.

- **Navy Job Definition.** This is a brief description of the typical main duties, tasks and responsibilities performed in the class of jobs identified by the job title. It does not explain all the duties which a person with that classification *may be required* to perform. However, it does show the type of duties which he *will be able* to perform.

- **Navy Job Code.** Most job classifications are identified by a letter-numeral symbol or code made up of two or three letters and four digits. The letters are the abbreviations of the rating. The numbers are distinctive for each job classification.

- **Service Type Code.** This is a two-digit number which is added to the Navy Job Code, separated by a dash. It identifies the type of ship, station or school where the person gained most of the skill represented by the NJC assigned to him.

Here's how it actually works. Take a draftsman (any class) with the following identification, "DM-3753-79". The DM-3753 is his Navy Job Code. The manual pairs this code off with "Topographic Draftsman"—the Navy Job Title.

Below the Navy Job Title is a paragraph describing the job title. This paragraph is the Navy Job Definition.

The "79" is his Service Type Code. It stands for *Construction Battalion*—the type of activity at which he gained and demonstrated this particular skill.

No EM, however, is limited to a single NJC. The code already described is known as his *Primary NJC* and must always be within his rate or rating or the rating for which he is striking. A *Secondary NJC*, on the other hand, identifies additional abilities which are different from, and not a part of, those already shown by his Primary NJC. If the above mentioned

draftsman has the code identification "DM-3753-79/9848", the "9848" would be his Secondary NJC. It would mean that he was also a Japanese Interpreter.

Secondary NJCs are particularly useful to record for future assignment purposes certain special skills that do not tie in directly with any General Service Rating or Emergency Service Rating. For example, what rating could you pair off with Chemist (9522), Calculating Machine Operator (9544) or Locomotive Engineer, Diesel Electric (9533)?

In some cases these skills are embodied within Exclusive Emergency Service ratings. Typical among these would be Petroleum Technician (ESX-9648). An NJC of this type can be carried as a Primary NJC only by Naval Reservists recruited in time of war in an Exclusive Emergency Service Rating.

This doesn't mean that you would see this type Secondary NJC carried by only a few men and then only in wartime. All qualified personnel are eligible to hold these codes as Secondary NJCs. This holds true whether you are a member of the Regular Navy or a Reservist with an Emergency Service Rating.

As with the other skills, the skills recorded by this Secondary NJC are used by commands deciding on your next duty assignment as well as by BuPers. The Bureau uses them to fill special demands for men with "off the beaten track" qualifications.

NJC's are used very effectively to show skills of EM's in the lowest three pay grades. Take the case of a recruit graduate with two years civilian experience as a radio operator. Even though his rate is Seaman Apprentice, his NJC would show this closely related civilian experience as "RM-2319-94". The "RM-2319" would mean Radio Operator, Basic and the "94" would show his skill was gained as a civilian. After duty as a radio-

man striker, the "94" would be changed to show he had become experienced in Navy communication procedures.

Finally, there is the Special Program—Job Code. These classifications are never Primary NJC's, always Secondary NJCs. A very important classification, they take precedence over any other Secondary NJC and are assigned or taken away *only* by authority of the Chief of Naval Personnel. The reason these codes are so important is that they identify highly specialized and extensive training received in such fields as Electric Countermeasures, Photo Interpretation, Guided Missiles and Atomic Energy. Incidentally, all SPJC's begin with a "99".

How are your NJC's assigned? Well, aside from the "9900" series, there are several ways. Officers and leading petty officers observe you on your job as you progress in skill. Then, as appropriate, your NJC is checked over to see that it really tells what you are able to do. In line with this, the Manual states that it is mandatory that each person's NJC be reviewed and revised if necessary—each time quarterly marks are assigned.

NJC's are also reviewed whenever you pass through a receiving station. There, a personnel man trained in classification procedures will review your NJCs and will probably interview you. He does this so that up-to-date information will be available to those who assign you to your new duty station. Finally, authorities at service schools see to it when you leave that the service school training you have received is properly indicated by your NJC.

All in all, every effort is made at every turn to make certain that each EM is properly job-coded. This is done so that the Navy can make the best use of the individual skills of each EM in the naval service.



U. S. Navy Band: From Bach to Boogie

WHEREVER you find a Navyman, you're likely to find a band. Ships have 'em. Shore stations have 'em. And then there's the big, official United States Navy Band, nicknamed "the World's Finest," with headquarters in Washington.

Music in the Navy goes back a long way. The first recorded entry that has been found concerning a Navy musician comes from the log of the American frigate, *Brandywine*. On 25 July 1825, a certain James F. Draper was signed on as a musician. His pay: \$10 a month!

In 1838, the pay table of the Navy Register recorded the first Navy "band" to be compensated for its efforts. It consisted of a bandmaster, four first class musicians and one second class musician.

Through the years, more entries appeared referring to Navy musicians and Navy bands. But these bands were only informally organized

groups, mustered for special occasions. They served to aid recruiting in ports and to boost morale.

After the turn of the century, "Anchors Aweigh"—the song and march that stirs all Navymen and an "all-Navy" production—was added to the repertoire.

It all came about in 1906 when Midshipman Alfred S. Miles wrote two verses under this title. These words were set to music by a Navy bandmaster, Lieutenant Charles A. Zimmerman, who was himself the son of an enlisted Navy bandsman of Civil War days.

The rollicking number was a natural for arrangement as a march. It soon began to be heard at drills, formations and athletic events. Several arrangements of "Anchors Aweigh" are heard today. Depending on the function, different keys are used for a marching band, or an orchestra or a massed group of singers.

Lieutenant Zimmerman, who composed the distinctive melody, was connected with the Navy most of his life. His father was a member of the Naval Academy Band which, along with other components of the Academy, had moved to Newport, R. I., during the Civil War. Here, in 1861, the future band leader was born. Young Zimmerman joined the band in 1882. Five years later he was appointed bandmaster, a post he held until his death in 1916.

In World War I, military bands—including the Navy's—really came into their own. At that time, John Philip Sousa, the renowned "March King," was given a Naval Reserve commission to lead the Great Lakes Navy Band. Sousa became the first Navy musician to hold the rank of lieutenant commander. The present leader of the U.S. Navy Band, Lieutenant Commander Charles Brendler, is the first Regular Navy musician to attain that rank.

In post-World War I days, a 21-piece band, known as the Navy Yard Band of Washington, began to attain great popularity at official functions. More and more, this little group of musicians was called on to play for various events.

By 1923, it had grown to 63 men. Its musicianship was so highly rated that President Warren G. Harding requested that 35 of its players accompany him on a visit to Alaska. The trip ended in tragedy, however, the President died unexpectedly in San Francisco.

On 4 March 1925, on the day of his inauguration, the next president, Calvin Coolidge, signed a special act of Congress which recognized the band as the permanent representative band of the U.S. Navy and changed its name from the Washington Navy Yard Band to the United States Navy Band.

About this time, the traditional sea-going uniform of the sailor was discarded by the musicians in favor of the regulation chief petty officer uniform its members wear today.

Today, the Navy Band contains within itself a complete symphony orchestra as well as a "swingphonette" and dance band. Its repertoire ranges from Beethoven to bebop, from Wagner to Gershwin. The band

TRUMPET section reaches for a high one during concert. U.S. Navy Band plays for thousands at outdoor programs during the hot Washington summers.



appears at funeral services for Navy-men in the Arlington National Cemetery. It plays at White House affairs and other official functions and, during the summer, presents a series of outdoor concerts on the Capitol plaza and at the picturesque Washington Watergate, a stage set on a barge which floats in the Potomac River.

For many years, the Navy Band has had a weekly radio broadcast. These programs, known as the "Navy Hour," are now transcribed and are played at various times by radio stations throughout the country. Noted artists volunteer their services for guest appearances from time to time.

Who makes up this official Navy Band? The Band now has 118 men on board. Most of them are outstanding graduates of the Navy's School of Music which operates just across the Anacostia River. Some are picked men ordered in from other musical groups throughout the Navy. Where they can fill the bill, Fleet musicians are given an opportunity to find a place in the Band. Some of the players are talented musicians from the civilian world. Hundreds of these are auditioned each year and the best are enlisted in the Navy expressly for duty with the Band.

The leader of the Navy Band is an ex-enlisted man himself. Lieutenant Commander Brendler enlisted as "landsman for musician" some 36 years ago. He had attained the rank of chief musician when the Navy Band was officially founded in 1925. He became assistant leader in 1937 and, five years later, received his commission and became leader.

Chief Warrant Officer Richard



CAPITOL Plaza steps are lined with people enjoying one of Navy Band's popular concerts. Man with baton is LCDR Charles Brendler, Navy Band leader.

Townsend, the Band's assistant leader since 1942, is also an ex-enlisted man.

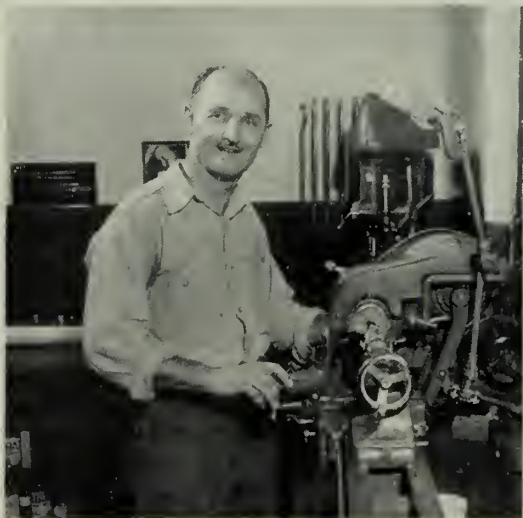
Here are some typical members of the Band today:

Carl Grove, 23-year-old saxophone soloist, enlisted in the Navy in 1946 as a fire controlman. Music was only a hobby with him then. One day, however, he filled out an application for the Navy School of Music. He got orders to go to the Nation's capital. After a month and a half in school and a few saxophone recitals, Carl got orders again—this time to report as a member of the U.S. Navy Band. At 19, he became a featured soloist

on the Band's 1948 tour. He's been a mainstay ever since.

One of the Band's most famous players is youthful Paul Olefsky. Before entering the Navy, he was first cellist with the Philadelphia Orchestra—considered by many as one of the "big three" symphony orchestras in the country. His favorite instrument, insured for \$20,000, is a rare *Domenicus Montagnana Cello*, made in Venice, Italy in 1733.

When Lee Swinson was sent to music camp by his folks to study flute and piano, he went under protest. To avoid practice and rehearsals,



BAND'S Mr. Fixit, John Huminik, at work. Right: Musicians reconstruct a score in the composing and arranging room.



ANCHORS AWEIGH—French horn section sounds off during playing of Navy theme song as preface to Navy Hour broadcasts, started 20 years ago.

Lee hid in the harp room. So what happened? He's now harpist in the Navy Band.

Homer Phillips is a "sackbut" soloist with the Band. What's a sackbut? That's the ancient name for the trombone, oldest of the brass instruments and sometimes laughingly called a "slip-horn" or "slush-pump." Phillips has a music degree from Northwestern University and spends much of

his spare time in research on the history of his instrument.

Any organization has its humorous side and the Navy Band is no exception. There's the story of the beast and the clarinet, as told by Elwin L. Jaeschke, YNC, USN.

During one of the Band's coast-to-coast broadcasts, Lieutenant Commander Brendler "cued in" the clarinet section. One of the players in-

haled, placed his instrument to his lips and blew. Nothing happened. Puzzled, he removed the mouthpiece, examined it critically, and replaced it. He blew again. No sound, then he carefully checked his reed. Reassembling the instrument, again he blew. Again—no sound.

Now, slowly and methodically, he "broke" the clarinet, separating the two middle segments. While he stared, disbelieving, a tiny white mouse stuck his head out of the middle section and stared at him.

The clarinetist calmly reached down for his "swab string" with one hand and extracted the mouse with the other. By now, the clarinet section was in quiet uproar.

Fashioning a leash from the swab string, the clarinetist tied it securely to the mouse's neck and, with considerable dignity, led the "beast" from the stage.

Twice each year for a period of five weeks, the Band packs up its tubas, trumpets, flutes, drums and other instruments and goes on tour, bringing a bit of the Navy to cities and towns across the continent.

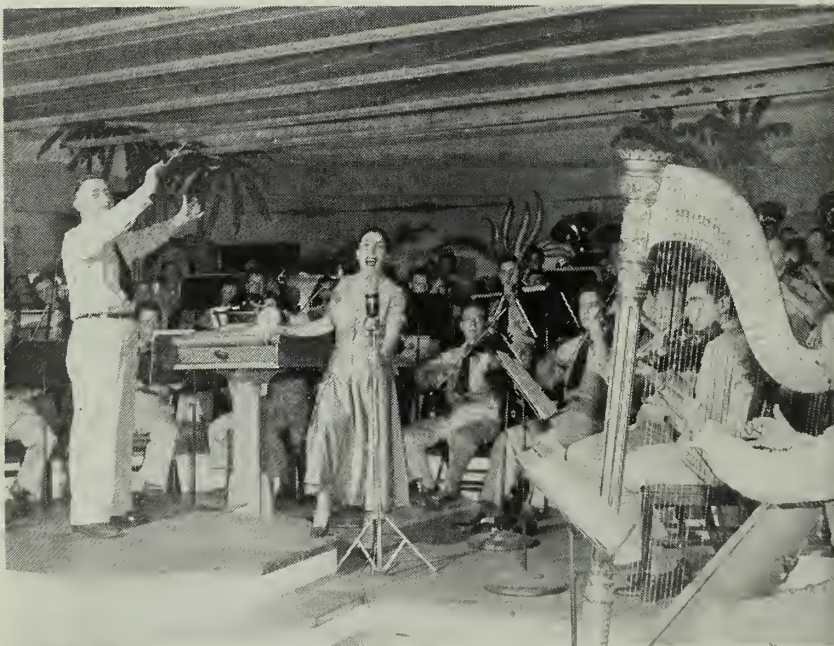
The Band made its first annual tour in the fall of 1925. Since then, it has played before audiences in several thousand cities and all 48 states as well as in Canada, Alaska, Puerto Rico, Panama, Jamaica, Haiti and the Virgin Islands.

During these tours the Band plays "one day stands" at a different place each day. It may give an afternoon and evening concert in Denver, Colo., on one day, appear the next day at Trinidad, Colo., head for Colorado Springs on the following day and so on. Sometimes there are only evening concerts, but usually there's an afternoon concert, too, and often an in-between concert at a veteran's hospital. Moves are made in the mornings—and these mornings begin almost before the night is over.

How do Navy Band tours work? Who pays for them? What are they for?

Concerts are sponsored locally by various civic or service organizations. The government has a contract with a tour director who has the responsibility for making all necessary arrangements. The Navy approves each local sponsor and the contracts between the tour director and the local sponsors.

The local organizations at the vari-



'MET' SOPRANO, Licia Albanese, lends her voice to a Navy Hour broadcast. Famous artists donate their time for these programs heard throughout the U.S.

ous cities where the band will appear do most of the arranging. These organizations—parent-teacher associations, chambers of commerce, veterans' organizations and similar groups—make all local preparations. They reserve the auditorium, provide for advance publicity, make hotel reservations. All the band has to do is get there and play!

To do that, the Band bats across counties and states in buses. Schedules are set up well in advance so that it's possible to make these one-day stands at a different place each day, but even so there's little slack time left. Moments for souvenir-shopping and letter-writing must be stolen between afternoon and evening concerts. Musicians learn to finish out a night's sleep sitting up in a speeding bus. Laundry must be taken care of when and where one-day service is available.

Buses are chartered commercial vehicles with civilian drivers. They are attractively painted in a Navy-like manner and carry the distinctive Navy Band insignia. A truck is used to carry the Band's cargo of delicate, expensive instruments.

Mr. Taxpayer need not worry about how much these tours cost him. He pays *nothing* for the Navy Band except the moderate price for a ticket if he attends a concert.

Each group which sponsors a Band concert must guarantee to pay the Band's expenses for that part of the tour. That's why there is a charge for tickets. Whatever money is left after the Band's actual expenses are paid is contributed to a worthy local charity or civic project.

These tours serve a multi-fold purpose. They build up good public relations between the Navy and the people, they spur recruiting, and encourage the development of music as part of the Navy's morale and recreation program. The Navy Band does a good job of representing the Navy to people who otherwise might never meet the seagoing service personally.

Musicianship in the Navy has come a long way, a very long way from the time of Vice Admiral Porter who, as superintendent of the Naval Academy, issued the following order in 1867: "Midshipman Thompson (1st class) who plays so abominably on his fish horn will oblige me by going outside the limits when he wants to practice or he will find himself coming out the little end of the horn."



POPULAR Sixth Fleet band plays for crew members on board USS Salem (CA 139) at noon hour during a recent good will visit to Oran, Algeria.

Bluejackets' 'Diet' Includes Musical Fare

From carriers to submarine tenders, music plays a part in the life of every sailor.

During noon hour, at smokers, dances, formal ceremonies and the like, these groups of sailor-musicians sound off—for dancing or marching feet or, maybe, just listening ears.

Take, for example, the band on board USS *Fulton* (AS 11). Its versatile members double as ship's orchestra and military band.

Although just a little over a year old, *Fulton's* band has performed at commissioning ceremonies, athletic events and at the christening

of the "killer sub," K-1. Four of its trumpet men bugle the ship's calls over the public address system during the day.

Another relatively young band is located at NAS Denver, Colo. Organized in 1951, the band has played at many official functions and community events.

The leader, Lieutenant (junior grade) G. P. Ivancie, DC, USNR, is probably the only Navy dentist who holds the title of bandmaster.

NAS Denver believes it can claim another 'first'—the first of 28 stations in the NARTC to have its own band.



AWAITING a downbeat, members of the 38-piece band at NAS Denver, Colo., stand at attention during ceremonies at the "mile high" station.



Eye-Sharpeners

MOST NAVYMEN are familiar with "drones" — those radio-controlled, pilotless aircraft targets used to train Navy gunners in the art of shooting down planes.

An officer maneuvers the 310-pound craft by means of a control box held in his hands. He guides the ship on an erratic course, using every trick of the trade to keep the drone in the air.

Powered by a four-cylinder, two-cycle engine and guided by radio, the drone is capable of many tricky maneuvers. As it jerks along at a steady 220 knots, gunners on each ship in the task element try to knock it down.

Reading clockwise, *top left*: Drone's power plant gets tuned up. *Top right*: Radio equipment gets checkup just before launching time. *Right center*: Spray from water buffer fills the air as the drone is airborne. *Lower right*: "Pilot" directs the flying pattern of the drone. *Lower center*: "Drone shot down to port!" *Lower left*: Inspection officer, back to camera, goes forward to inspect retrieved drone. After inspection, drone will be taken to hangar deck and disassembled for salvagable parts to be used in other "birds."—H. C. Varner, JOC, usn.



Navy Athletes Score in Olympic Games

The 1952 Olympics have written the biggest and most brilliant entry in the log of Navy achievements in international athletic competition.

Of the 336 U. S. Olympic Team members to travel to Finland for the XV Olympiad, some half a hundred were Navy, Marine Corps, and Coast Guard athletes. They not only comprised the all-time largest naval service Olympic representation, but succeeded in bringing home more honors than any other armed forces contingent in the long history of the world's most ancient and famous sports spectacle.

The quadrennial athletic extravaganza, held this year at Helsinki's new sports stadium, marked the initial occasion in Olympic annals that Navy competitors captured two first-place awards. The Navy crew repeated a 1920 win in the rowing event, and, for the first time in U. S. Olympic competition, an American won the heavyweight boxing title.

Actually, Navy representatives made off with three of the prized gold medals, when considered that the decathlon championship was won by a Marine Reservist, Bob Mathias, who was not entered officially as a member of the Navy-Marine Olympic squad.

In addition to their top championships, Navy squadmen garnered two second-place and one third-place awards in track and field events, a third and fourth in swimming, a third in wrestling, and a fourth in water polo.

No medals were awarded for fourth-place finishes, but they all helped to boost the unofficial U. S. team point total to 614 as against second-place Russia's 553½. All in all, Navy team members were in competition with nearly 6000 of the best athletes of the 72 nations who entered teams in this year's games.

The Naval Academy's crew made an impressive showing as they stroked the way to victory, a victory that had been more or less anticipated in view of the midshipmen's great undefeated season in U. S. racing the past year.

The Navy's most significant individual triumph was turned in by "Big Ed" Sanders, husky seaman apprentice from the San Diego Naval Training Center.

Comparatively unknown a year



OLYMPIC CHAMPS — (l-to-r) Midshipmen Stevens, Frye, Worth, Detweiler, Murphy, Dunbar, Fields, Shakespeare. Kneeling is ENS Manring, coxswain.

ago, Sanders emerged from the 1952 Olympics as the first ringman ever to win an Olympic heavyweight championship for the U. S., and the first Navy man on active duty to win any Olympic boxing medal.

Four other U. S. boxers won first-place awards to establish another American record. Previously, the most ring titles won in a foreign Olympic meet had been in 1920 when Americans collected flyweight, lightweight, and light-heavyweight gold medals at the Antwerp games. Prior to this year, no American boxer had won an Olympic title since the 1932 Los Angeles games at which the U. S. took first place in the welterweight and middleweight finals.

Let's take a more detailed look at the individual events.

Navy Olympic Team Results

First: heavyweight boxing.

First: eight-oared shell rowing.

Second: high jump.

Second: javelin throw.

Third: 110-meter hurdles.

Third: 100-meter backstroke.

Third: 136-lb.-class wrestling.

Fourth: 100-meter backstroke.

Fourth: water polo.

• Boxing

"Big Ed," the new amateur heavyweight champion of the world, was born Hayes Edward Sanders in March 1932 in Los Angeles. Today he stands slightly over six-feet three-inches tall and tips the scales at close to 230 pounds.

His big-time boxing debut came while Sanders was attending Compton Junior College in California in 1949. In that year he won the National J. C. heavyweight ring title. Moving later to Pocatello, Idaho, he continued his boxing while a student at Idaho State College where he also participated in track and football.

After a year of college, he joined the Navy (18 Oct 1951) and was ordered to NTC San Diego. There he reported for football practice, but the center's athletic trainer, G. E. "Moose" Detty, learning of Ed's background and experience in fisticuffs and sensing the potentialities of the strapping youth, took him under his wing to make a boxer out of him.

Sanders was selected to accompany the Chicago Golden Gloves squad on a European tour last spring, and won all of his bouts, beating some of the smartest boxers of Ireland, France, Germany and Italy. He later joined the All-Navy Olympic squad, train-

ing under veteran Naval Academy boxing coach, "Spike" Webb.

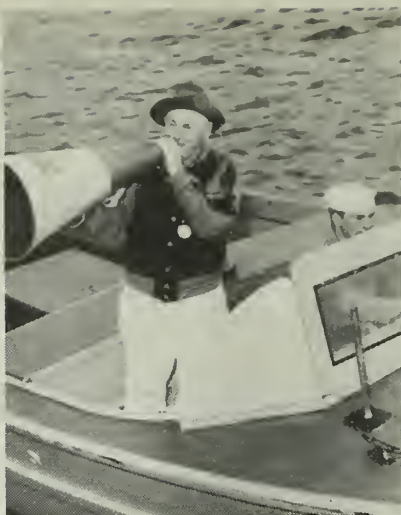
In the U. S. Olympic finals at Kansas City, Mo., in June. He clinched the heavyweight spot on the Olympic squad with wins over All-Army Boxer Lloyd Willis of Miami, Fla., Bob Ranck, NCAA champion from Cody, Wyo., and Jack Scheberies, NAAU title holder of Oakland, Calif.

Sanders was elected U. S. team captain at Helsinki and gave early promise of offering stiff opposition to Olympic heavyweight contenders. In his first elimination bout he knocked out Switzerland's Hans Jost in the first round. Drawing a bye in the second-round schedule, he went on to the quarter-finals and scored a third-round KO over Giacomo de Segni of Italy. In the semifinals, Ed was awarded a second-round TKO over tough Alfred Nieman of South Africa.

The final bout and the championship practically fell into battling Ed's lap when his opponent, 19-year-old Ingeman Johansson of Sweden, took one look at the towering American and decided he wanted no part of the affair. Johansson insisted on prancing out of reach of Sanders and after being warned several times to "get in there and box" the Swede was disqualified for not making a fight of it. Sanders climbed out of the ring with the prize plum in world amateur boxing—an Olympic gold medal.

• Rowing

The Naval Academy's 1952 unde-



'WELL DONE!' shouts Annapolis rowing coach, 'Rusty' Callow. His Navy eight returned with Olympic victory.

feated national crew added international blue ribbons to its record by rowing to an Olympic eight-oared shell victory over Russia, Australia, Great Britain and Germany. It was the second championship for a Mid-die crew in Olympic history. When Navy rowers won the event in 1920, they gave the U. S. its first Olympic shell-racing trophy.

This year's Navy win, the fourteenth in a row for the Annapolis crewmen, earned the U. S. its seventh consecutive gold medal in the event.

Two other Navy rowing units—a "four without coxswain" crew and a "single sculls" entry—were coached to Olympic participation by the Academy's Russell "Rusty" Callow, but only the eight-oared shell crew managed to finish in medalist position.

The Navy eight-oar crew was composed of Ensign Charles Manning as coxswain, and Midshipmen Frank Shakespeare, William Fields, James Dunbar, Richard Murphy, Robert Detweiler, Henry Proctor, Wayne Frye and Edward Stevens (stroke). Alternates on the eight-man crew were Midshipmen Charles White, William Thurman and Edward Worth.

The Navy four-without-coxswain crew consisted of Ensigns Demster Jackson and Louis McMillan, Jr., and Midshipmen James Welsh and John Davis.

Ensign John Kelly, Jr., USN, of the Fourth Naval District, was entered in the single sculls event but didn't place.

• Track and Field

Lieutenant (junior grade) Kenneth Wiesner, usn, a Dental Corps officer at NTC Great Lakes, took second place in the Olympic high jump with a leap of 6 feet, 6-3/5 inches. The event was won by Walt Davis, six-foot eight-inch Texas A&M athlete who cleared 6 feet, 8-1/3 inches.

The 27-year-old Wiesner held the outdoor NCAA championship from 1944 through 1946 while attending Marquette University. He had not been jumping since 1948 but started practicing this spring for the Olympics by hoisting his 204-pound frame over a bar at the 6-foot 7-inch mark to win the Wisconsin AAU indoor track championship at Milwaukee. This jump, incidentally, erased the meet record of 6-feet 6½-inches which had stood since 1937.

Lieutenant Wiesner's best lifetime leap was his 6-foot 8¾-inch jump in the 1946 NAAU meet. This jump went into the record books as the world's best high jump between the years 1941 and 1949.

The Olympic second place javelin award was won by Pfc William Miller, usmc, of MCRD San Diego. Although the Arizona Indian hurled the spear 237-feet 8¾-inches, besting the Olympic record, the distance did not stand up under the attack by first-place-winner Cy Young of the Los Angeles A.C. who set a new Olympic mark of 242-feet ¾-inches.

A third-place silver medal was won in the 110-meter hurdles by Arthur Barnard, SR, usnr, a station keeper at NAS Los Alamitos, Calif. The 23-year-old six-foot Reservist flew over the barriers in 14.1 seconds. First and second awards in this event were taken by Harrison Dillard of Cleveland and Jack Davis of Glendale, respectively, both of whom cleared the course in the identical time of 13.7 seconds, two-tenths of a second better than the old Olympic record.

Barnard was a surprise placer on the U. S. Olympic squad when seaman Richard H. Attlessey, also of NAS Los Alamitos, failed to qualify for the U. S. team. Attlessey, while attending the University of Southern California in 1950, had set world records in the 120-yard and 110-meter high hurdles. He seemed a cinch for a 1952 Olympic berth, but a strained leg muscle proved his undoing during the U. S. tryouts.

• Decathlon

The Olympic two-day, 10-event



BOB MATHIAS, Marine Reservist, is the first two-time Olympic decathlon winner at 1952 games in Helsinki.

decathlon meet was won for the second time in succession by Cpl Robert Mathias, USMCR, Stanford University's great football and track star.

Mathias, who attended platoon leaders' class at MCRD San Diego this summer, is slated for a second lieutenant's commission in the active Marine Corps Reserve upon his graduation from college next year.

The six-foot three-inch, 200-pound holder of the U. S. decathlon championship for four years, and defending Olympic champion, shattered his own world's record (set in 1950) while winning his 1952 Olympic gold medal. In this year's Olympic victory, Mathias ran up a record total of 7887 points as against his own 7224 in the 1948 Olympics. His nearest rival was Milton Campbell, 18-year-old high school sensation from Plainfield, N. J., with 6975 points.

The rugged track and field decathlon requires competition in a 1500-meter race, 400-meter dash, 100-meter dash, 110-meter hurdles, discus throw, javelin throw, pole vault, shot put, running broad jump, and running high jump.

• Wrestling

A third-place medal in freestyle featherweight wrestling was won by Lieutenant Josiah Henson, usn, an instructor in aviation at the Naval Academy and 1952 NAAU champion in his weight class.

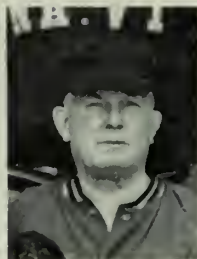
In the first-round Olympic match, Lieutenant Henson was pinned by Antonio Randi of Italy. In subsequent matches the Navy grappler managed to defeat K. D. Mangave of India, John Elliott of Australia, and Geza Hoffmann of Hungary, but in the final round-robin matches he lost to Bayram Sit of Turkey and Nasser Guivehtchi of Iran. Sit went on to win the gold medal for the event, and Guivehtchi placed second.

• Swimming

Ensign Jack Taylor, usn, of Akron, Ohio, a former NROTC student at Ohio State and 1951 NCAA and



Ed Sanders



'Spike' Webb

NAAU backstroke champion, annexed a third-place bronze medal in the Olympic 100-meter backstroke swim. He was clocked at 1:06.4, only two-tenths of a second over the time which won second-place honors for Gilbert Bozon of France. The gold medal winner for the U. S. was Yoshinobu Oyakawa, an Hawaiian student at Ohio State. Oyakawa set a new Olympic record of 1:05.4 for the backstroke event.

Fourth place in the 100-meter backstroke was won by defending champion Ensign Allen Stack, usnr, who as a Yale student placed first in the 1948 swim in the exact time Taylor made in winning the 1952 third spot. Ensign Stack, prior to his final Olympic race this year, had been slightly injured in a fall from a motor scooter. He was thrown to the ground when the scooter struck a pile of dirt in the Olympic village. He was forced to swim through some of the early elimination heats and the finals with a bandaged hand.

• Water Polo

The U. S. was represented in the Olympics by the water polo team of the El Segundo (Calif.) Swim Club which had defeated the New York A.C. squad in the U. S. final tryouts. Three players of the Segundo seven-man team were Navy Olympic squad members. They were Ensign James L. Norris, usn, former University of Southern California NROTC student; Robert Hughes, SN, uscg; and Harry Bisbee, ET3, uscg, the latter two being attached to 11th Coast Guard

District Headquarters at Long Beach. A fourth Navy Olympic water polo team member was Marvin Burns, a Naval Reserve aviation cadet from Fullerton, Calif., a player from the Whittier (Calif.) Water Polo Team. The American team took a fourth place, the highest position a U. S. water polo squad had ever finished. It also was the first time an American water polo team had ever beaten a European squad in Olympic competition.

In fighting their way into the finals, the American players toppled Great Britain, Rumania, Belgium, Spain and Italy, but in the playoff games they bowed to Hungary, Yugoslavia and Italy (return match), those countries finishing in that order for the Olympic medal places.

Other Navy-Marine Corps Olympic team members who accompanied the U. S. squad to Helsinki, but who, as alternates or participants, did not finish in any of the top spots, were:

- Lieutenant (junior grade) John A. Fletcher, usn, 147-pound American Olympic wrestling champ of Naval Air Advanced Training Command, NAS Corpus Christi, Texas.

- Dan A. Hodge, SN, usn, of NTC Great Lakes, 174-pound American Olympic wrestling titleholder.

- Joseph J. Krufka, AT3, usn, of Air Anti-Submarine Squadron 31, 174-pound American Olympic wrestling alternate who replaced Lieutenant Charles Swift, usn, of the Naval Academy. Lieutenant Swift originally had qualified for the U. S. Olympic team but was forced to withdraw from competition after fracturing a leg in a practice match in this country while training for the Olympic games.

- Lieutenant Commander Walter Blattmann, usn, American gymnast champion attached to the staff of Chief of Naval Air Technical Training Unit, NAS Memphis.

- Norman E. Brinker, SN, usn, of Elliott Annex, NTC San Diego, an



Art Barnard



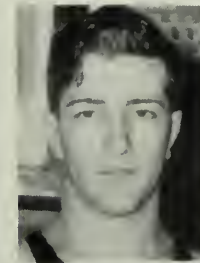
Bill Miller



Allen Stack



Jack Taylor



Josiah Henson



Ken Wiesner

SIDELINE STRATEGY

Now that the 1952 Olympic games have gone into the history books, a comparison of increased distances and heights in field events over the past half-century of Olympiad competition is at the same time interesting and startling.

For example, in 1904 the running high jump championship was won by S. S. Jones of the U. S. with a leap of 5 feet 11 inches. This year, Lieutenant (junior grade) Wiesner of the Navy Olympic squad jumped 6 feet 6 3/5 inches which was only good enough for a second place medal.

In 1906, E. Lemming of Sweden was crowned Olympic javelin throw champ for his toss of 175 feet 6 inches. In the 1952 games, the Marines' Bill Miller hurled the stick 237 feet 8 3/4 inches, but still only won second place.

* * *

The Navy can claim at least some little part in the third place honors taken by comely Zoe Ann Jensen in the low-board diving event at this year's Olympics.

Zoe Ann, wife of Washington Senator's baseball player Jackie Jensen, came to live in the capital recently but could find no regulation board springboard on which to practice her specialty.

Thereupon, the nearby Naval Receiving Station gallantly came to the rescue, offering the athletic lass the use of its board—on one condition: that the Navymen at NRS be allowed to look in and watch one of the world's best women divers in action.

So Zoe Ann picked up a special Navy pass enabling her to get on the base and went about the serious business of training for her Olympic test. Practice made perfect as her 1952 third-place medal proves.

The Olympics at Helsinki is not the only place where sports stars from the U. S. in general and the U. S. Navy in particular meet their foreign counterparts.

Another hot-bed of international competition is the Mediterranean area where athletes from the rotating ships of the U. S. Sixth Fleet tangle with athletes from a number of European countries.

The returns are now in on basketball and the Sixth Fleet court champs from *uss Roanoke* (CL 145) have compiled a two year record without a single loss to a foreign team.

The Roanoke Ramblers have defeated numerous teams including the French teams of Club de Boulangerie, Nice; Olympic Club, Marseilles; Sporting Club, Antibes; and the French Navy, Toulon.

In Spain, they won over Club de Football and Adrian Club of Barcelona and in Greece they defeated Triton Club, Sports Club of Athens and the Piraikos Club of Pireaus. In Turkey, the Ramblers beat the Karsiyaka Club of Izmir. Other wins were added in Sicily and Italy.



DIVER Zoe Ann Olsen (right) and speed star Ellen Oberti relax at Navy RecSta pool.

alternate on the U. S. equestrian team.

- Lieutenant Charles Lapworth, Jr., USNR, of Long Beach Naval Shipyard, alternate crew member of the U. S. 29-foot Dragon Class sloop entry *Skidoo*.

- Pfc Edward McHugh, USMC, of MCRD San Diego, member of the U. S. Olympic soccer squad.

- Ensign John Calhoun, USNR, of Naval Supply Depot, Bayonne, N. J., 10-meter platform diver.

- Wallace Wolf, AA, USNR, of NAS Los Alamitos, 200-meter freestyle swimmer who as a civilian in 1948 was a member of the U. S. record-setting 800-meter relay team in the London Olympics.

- Kenneth M. Nitzkowski, SA, USNR, of NAS Los Alamitos, 1950 and 1951 All-American collegiate breaststroke champ while at UCLA.

- Lieutenant (junior grade) Samuel Felton, Jr., USNR, of the Fourth Naval District, Philadelphia, also a 1948 U. S. Olympic team member, as a hammer thrower.

- Ronald Rhoads, AN, USN, of VC-3, NAS Atlantic City, N. J., cyclist.

- James G. Lauf, SR, USCG, of Coast Guard Receiving Station, Cape May, N. J., cyclist.

- Lieutenant (junior grade) Peter Chesney, USNR, of Westover (Mass.) Air Force Base, and Pvt Henry C. Clifford, USMC, of Officer Candidate School, Quantico, Va., qualified as members of the U. S. field hockey team, but this American entry was withdrawn from competition prior to the start of the Helsinki games.

- Pfc Jaime Annexy-Fajardo, USMC, hammer thrower of Camp Pendleton, Calif., and Pfc Frank Paniagua-Rivera, USMC, 800-meter trackman of Camp Lejeune, N. C., both natives of Puerto Rico, received special permission to travel to Finland to represent the Puerto Rican Olympic squad.

- U. S. Olympic Rifle and Pistol team members included SSgt William McMillan, USMC, of Camp Pendleton; Major Harry Reeves, USMCR, of the Detroit Police Department; and LtsColonel Emmett Swanson, USMCR.

- Lt. Colonel Walter Walsh, USMCR, of Marine Corps Headquarters, Washington, and TSgt Walter L. Devine, USMC, of Quantico, accompanied the Olympic team to participate in international shooting matches at Oslo, Norway.



Liberty Landmarks

Whenever sailors make liberty in foreign ports, you can be sure they'll take time out for plenty of sightseeing and maybe pick up a few souvenirs to send home to mom or the girl next door.

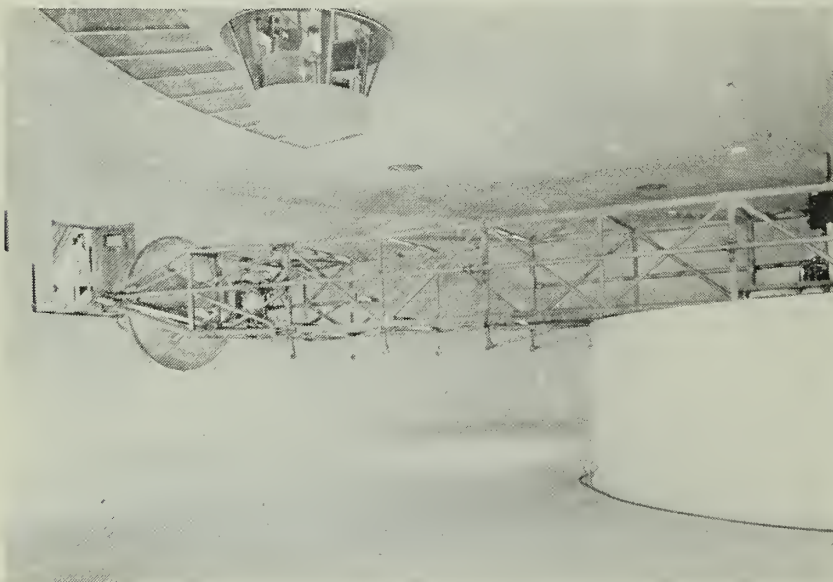
Sailors are always attracted by famous landmarks such as Buckingham Palace, the Taj Mahal, the Leaning Tower of Pisa and the like. On this page, ALL HANDS presents a few well-known focal points visited by touring Navymen.

Upper left: Sailor, visiting Athens, Greece, looks out at the ruins from atop the Acropolis as other white hats study the ancient ruins. Upper right: Navymen climb winding steps to get to the center of Istanbul. Ancient mosque boasts both American and Turkish flags. Right center: Sailors pose for snapshots in front of St. Peter's Square in Rome. Lower right: The Eiffel Tower provides a striking backdrop for a sailor in Paris. Lower left: Leaning Tower of Pisa has its share of fascinated on-lookers. The marble structure, 179 feet high, deviates 16½ feet from the perpendicular. At left is the cathedral.





OPERATOR controls motions of gondola from overhead control 'blister.'
Below: Gondola and 50-foot tubular steel arm shown in main chamber.



A New Scientific

THE world's largest and most powerful machine to test pilots under conditions of extreme accelerative forces is now in operation at the Naval Aviation Medical Acceleration Laboratory, NADC, Johnsville, Pa.

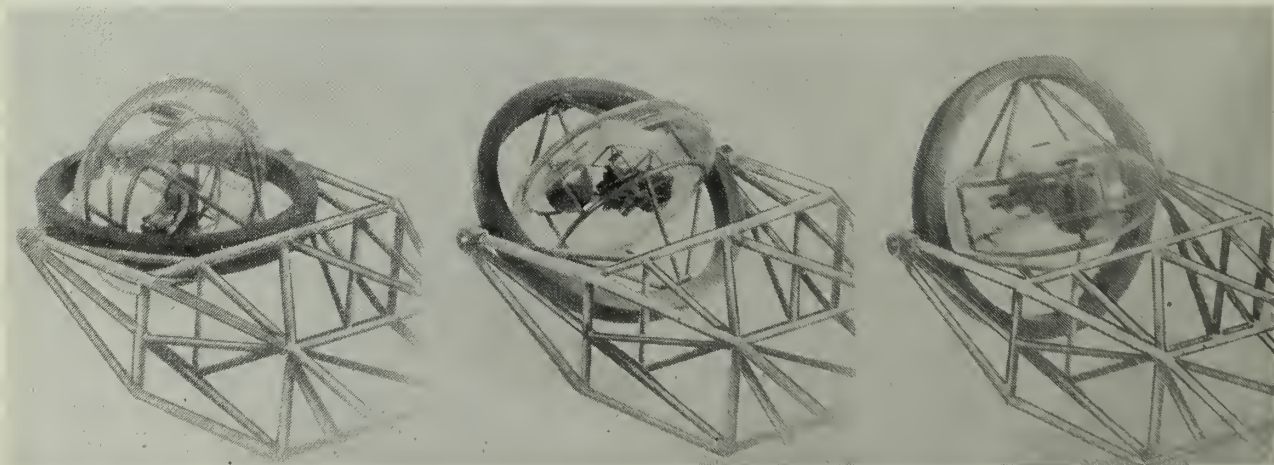
This human centrifuge, nicknamed the "whirligig", is capable of producing artificially the same conditions encountered by pilots of sonic-speed aircraft — high speeds, rarefied atmosphere and forces equivalent to many times the gravitational pull of the earth.

These factors are brought to bear in a "gondola" (a spheroidal enclosure) big enough for one man, which is whirled about by a 50-foot mechanical arm.

Since today's jet planes are subject to violent accelerative forces during maneuvers, the Johnsville installation was designed specifically to build up the largest stress possible in the shortest time. Older centrifuges require a longer time to "wind up" and deliver their maximum stress.

The Johnsville "whirling dervish" can accelerate from a dead stop to 174 miles per hour in less than seven seconds and from zero to 90 miles per hour in only one and one-half seconds. It is capable of exerting a force equal to 40 times the gravitational pull of the earth (40 Gs) on a pilot seated in the gondola. It is powered by one of the largest vertical direct-current motors ever built. The huge 180-ton motor can develop an instantaneous load of 16,000 horsepower.

The operation of the big centrifuge is controlled by a single man who



SERIES show positions of centrifuge. Machine can accelerate from a dead stop to 174 mph in less than seven seconds.

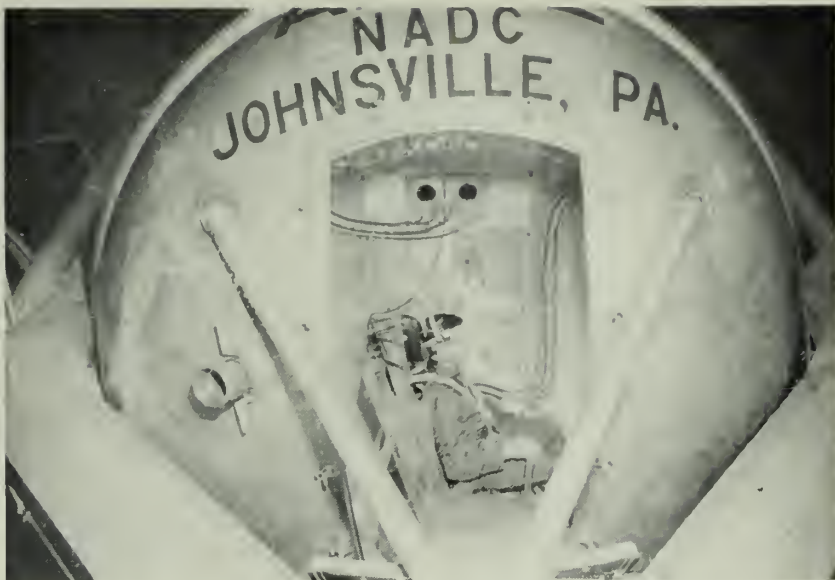
Merry-Go-Round

sits in a transparent plexiglas blister suspended from the ceiling over the device. Using special electronic controls, the technician determines the speed and positions the gondola will assume.

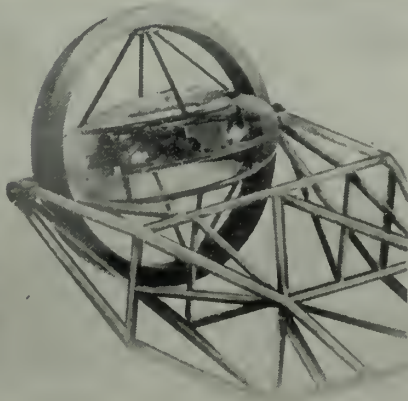
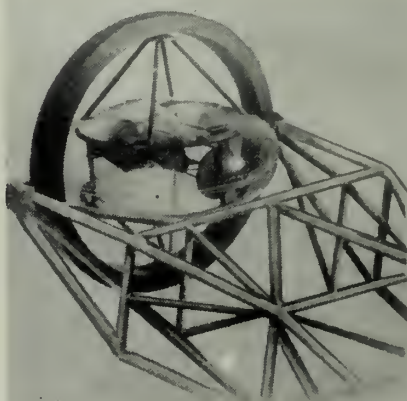
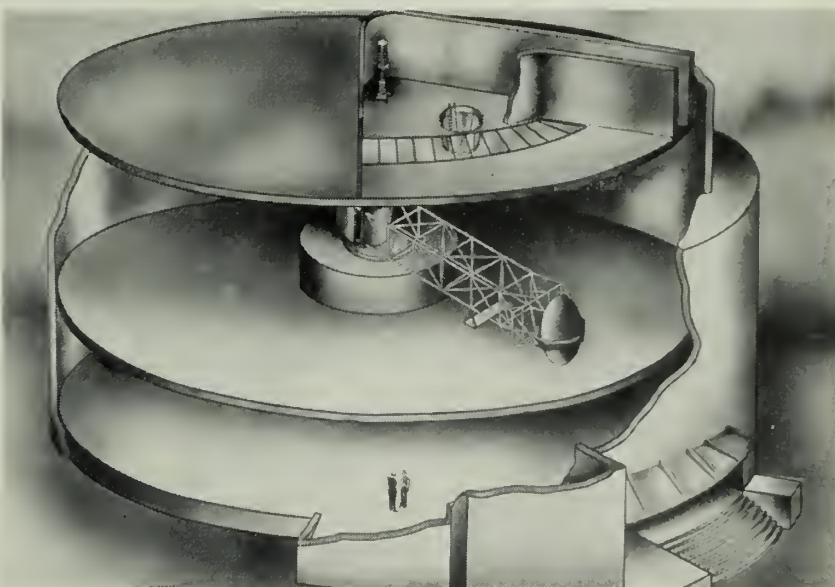
The aluminum gondola itself is suspended in double gimbals (a contrivance for permitting a body to incline freely in any direction) which can be rotated by means of motors mounted on the steel arm. Thus a man seated in the gondola can be somersaulted or tipped into any position even while he is being swung around the large circle made by the rotating arm.

The "pilot" (in this case any handy volunteer) is seated and strapped in an ordinary aircraft seat mounted inside the gondola. Since he is not visible to researchers when the centrifuge is in motion, television, high-speed x-ray and motion picture cameras are mounted inside the gondola to record his every action. Further studies are made possible by sensitive devices which record measurements of his respiration, heart-rate, blood pressure, heart and brain waves.

The entire Johnsville laboratory and its facilities were constructed and equipped at an approximate cost of \$4,500,000. The main housing for the centrifuge is a cylindrical reinforced steel and concrete building 130 feet in diameter. The operating floor of the centrifuge is 110 feet in diameter. The floors, walls and ceiling of the operating chamber include 1/16 inch copper sheeting to protect the delicate circuits from magnetic and electrical interference.



PILOT awaits 'take-off' in gondola filled with various testing devices. Below: Cutaway sketch shows arrangement of centrifuge and control 'blister.'



GONDOLA is mounted in 2-gimbal system which is operated by electro-hydraulic motors. Unit weighs 84,000 pounds.

LETTERS TO THE EDITOR

Out-of-Service Benefits

SIR: What pensions or compensation, if any, does the law provide for survivors of naval personnel who died while on inactive duty and while receiving retirement pensions?—L.N.W., LT, (SC), USN.

• *Monthly benefits (other than insurance payable by the Veterans Administration) to survivors of naval or ex-naval personnel are divided into classes as follows:*

Compensation—Benefits payable to veterans' survivors for service-connected death.

Pension—Benefits payable to survivors of veterans for non-service-connected death. This is not payable unless veteran had wartime service and/or service since 27 June 1950.

You will note that the distinction is in the service-connection or the non-service-connection of the death. A death out of service may be considered service-connected on the proof submitted supporting a claim of a survivor including the man's service medical records. (All deaths in service, in the absence of misconduct, are considered service-connected by the Veterans Administration.)

The retired status of an individual is not a factor in itself. No person, solely because of the fact of his retirement for

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute or the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

physical disability or other reasons, establishes any right of a survivor to a pension or any compensation.

All legal provisions concerning compensation and pension are contained in the Veterans Regulations, Chapter 12, United States Code.

The recent article "Here are Survivors' Rights and Benefits" (ALL HANDS, June 1952, pp. 29-35) gives information and lists payments to survivors of personnel on active duty, and a forthcoming issue will cover the rights and benefits of service personnel in inactive status.—Ed.

Stationkeeper Duty

SIR: Two years ago I was recalled to active duty in my present rate and now serve with an air transport squadron. Behind me are 14 years of service, including a year in drill pay status with on Organized Reserve unit. I am over the age limit for transfer to the Regular Navy. Consequently, to qualify for retirement benefits, authorized for active duty service, I must complete the required number of years of active duty in a USNR status.

My question is this. Are there stationkeeper billets open so that a man who desires to apply for continuous active duty with the Naval Reserve program could do so? If there are, where should I apply?—J.M.R., YNTC, USNR.

• *Continuous active duty in connection with the Naval Reserve program is regulated by the commandants of the various naval districts or the Chief of Naval Air Reserve Training.*

Upon becoming eligible for release from active duty in the regular establishment you may obtain information concerning shipkeeper or stationkeeper vacancies for men in your rate at your separation activity.

Requests for orders for continuous active duty in an Active Naval Reserve (ANR) billet should be addressed to the appropriate district commandant or, if under the military command of the Chief of Naval Air Reserve Training, to the commanding officers of Naval Air Stations or Naval Air Reserve Training Units.—Ed.

Manual for Courts-Martial

SIR: Could you tell us yeomen if the Judge Advocate General's office is planning to publish anything that would show sample records of trials by General and Special Courts-Martial? Information of this type would be a great help to us in the field. I was recently transferred from a division of DE's where I found that most records of trials by Special Courts-Martial were different in some respect.—W.E.A., YN1, USN.

• *The Manual for Courts-Martial, United States, 1951, Appendices 8, 9 and 10 contains guides for the preparation of records of General and Special Courts-Martial. In addition, the February 1952 issue of the Judge Advocate General's Journal contains an excellent trial guide for the preparation of records of Special Courts-Martial.*

The Manual for Courts-Martial is an official publication and has been distributed throughout the naval service. The Judge Advocate General's Journal is also distributed to all ships and stations. Extra copies of the February 1952 issue may be obtained by writing to the Editor, JAG Journal, Office of the Judge Advocate General of the Navy, Washington 25, D.C.

In line with this general subject, the Bureau of Naval Personnel—in conjunction with the office of the Judge Advocate General—is completing a series of training films concerning the procedures for conducting non-judicial punishment (Captain's mast) and courts martial. The films are in various stages of production and when ready for distribution will be made available through training aids sections in the field.—Ed.

How to Address a Chief

SIR: What's the story on how to address a chief petty officer?

I notice in the March, 1952 issue of ALL HANDS, in your article on naval customs and courtesy (see the chart on page 31) that you say it is okay to address a chief petty officer as "Chief Smith".

Not in my book. It is my understanding that a CPO should be addressed only as Chief, or by his surname. How about that?—W. J. L., YNC, USN.

• *Generally, Chief Petty Officers are addressed by military personnel in one of two ways: By their last name when addressed by officers of their own ship or station, or as "Chief" by officers not attached to their organization (when the last name is not known) and by enlisted men. This is pointed out in the article on courtesy, on page 35 of the March 1952 issue. It is also acceptable to use Chief with the surname when called for in a military situation, as for example, when enlisted personnel are addressing a particular CPO among a group of chiefs.—Ed.*

Name or Number?

SIR: I am skipper of the YOG-78. I have a crew of 13 men and they have been after me to find out if our craft has ever had a name. She has been just a number for so long while the other craft in the harbor all have names. So I looked through all my files and books and cannot find a name in any of them.

If this craft does not have a name how could we go about naming her?—R.M.H., BM1, USN.

• *Sorry skipper but it looks like your craft will have to continue to be "just a number" unless you and the crew want to give her a suitable nickname. It is not the policy of the Navy to assign official names to gasoline barges (YOGs).—Ed.*

Navy Savings Accounts

SIR: What is the method of payment of money in a Navy Savings Account upon death of the depositor? —J.M.P., YN1(T), USN.

• According to law, savings deposits of deceased service personnel shall be paid to their heirs or representatives.

If a demand is presented by a duly appointed representative of the estate of the deceased, the General Accounting Office will make payment to the legal executor or administrator.

If no demand is made, the accounting officers may allow payment to the decedent's widow, widower, or legal heirs in the following order of precedence:

First, to the widow or widower. Second, if decedent left no widow or widower, or the widow or widower be dead at the time of settlement, then to surviving children. Third, if no widow, widower, or descendants, then to the father and mother in equal parts. Fourth, if either the father or mother be dead, then to the one surviving. Fifth, if there be no widow, widower, child, father, or mother at the time of settlement, then to the brothers and sisters and children of deceased brothers and sisters.—ED.

Non-Selection for Promotion

SIR: Would it be possible to find out the reason I was not selected for promotion to lieutenant as indicated in BuPers Circ. Ltr. 56-52 (NDB, 31 Mar 1952)?—R.A., LTJG, USN.

• A specific reason cannot be given for your failure to be selected since selection boards are required to preserve strict confidence in their considered reasons for or against selection. Each member of a board takes an oath to give fair and impartial consideration to every name submitted, and the board is required to recommend those whom it considers best qualified to serve in the higher rank.

Failure of selection does not imply nor should it be taken as an indication that your record is unsatisfactory.—ED.

Pay Clerk, Acting

SIR: What is the difference between an acting pay clerk and a pay clerk? —D.L.C., YN3, USN.

• Acting pay clerk is a title given to those receiving a temporary appointment as warrant officer (W-1) in that classification. Personnel receiving a permanent appointment as pay clerk serve with the title of acting pay clerk for a period of one year, subsequent to which they are subject to selection for appointment as pay clerk.—ED.

Wave Radiates Energy in Atomic Job

SIR: Speaking of Waves with unusual jobs — as you were in your July issue — I have another one for you.

Alethea K. Seel, YN3, USN, works around atomic energy all day. Her job is that of secretary for Captain Hyman G. Rickover, USN, who, as head of the Nuclear Power Division of the Bureau of Ships, developed — in almost complete secrecy — plans for *uss Nautilus* (SSN 571), the Navy's first atomic powered submarine.

In her unusual billet Yeoman Seel, in making appointments for the head of the Nuclear Power Division, meets many outstanding scientists and engineers. She arranges for the frequent and far-reaching travel of her skipper, and in addition to acting as a receptionist and doing secretarial work, she has taken study courses to help her do a yeoman job. Her boss jokingly refers to her as "Miss Nuclear Power."

An interesting fact about Miss Seel and the others who work in this highly important field is the five-month course in atomic ABCs that they all take. Actually, the course is voluntary — but everyone attends.

Six subjects are given: Introduction to Atomic and Nuclear Physics, Organization and History, Fundamental Reactor Theory, Reactor Technology, Submarine Design and Operations and Shielding. Each course is taught by an expert from the division.

In addition, field trips are arranged to various Atomic Energy Commission and Navy activities concerned with atomic energy work. Here, division personnel such as Miss Seel have a chance to see the close cooperation that exists between the government and industry in the atomic energy field.—J.W.C., CDR, USN.

• Thanks, Commander, for your interesting footnote to the ALL HANDS article on unusual billets held by Wave personnel (see ALL HANDS, July 1952, p. 20-22).—ED.

Identical Twins?

SIR: Can you furnish information comparing *uss New Jersey* (BB 62) and *uss Iowa* (BB 61) as to over-all length, beam width, total tonnage and personnel complement?—J.M., RD1, USN and R.R., RD2, USN.

• The sister ships *uss Iowa* and *New Jersey* are alike in most respects, having the same displacement of 45,000 tons (standard), and equal beams of 108 feet. The only difference between the two ships is in the actual length. The Bureau of Ships lists them as 887 feet for the *uss Iowa* and 888 feet for the *uss New Jersey*. (The difference in over-all lengths can easily occur in ships of this size during construction.—ED.

Double-Time Retirement Credits

SIR: I would like some information on the Navy's "two for one" system of double-time credit for duty in the Asiatic stations and other overseas activities. —R.M.D., SN, USNR.

• Your question is one that seems to be of particular interest to ALL HANDS readers. Double-time credits for retirement purposes are allowed for the following:

(1) Active service in the Army, Navy and Marine Corps from 21 April 1898 to 11 April 1899.

(2) Active service in the Army and Marine Corps in Puerto Rico and Hawaii on or before 23 April 1904, and in Cuba, the Philippines, China, Guam, Alaska and Panama on or before 24 Aug 1912, from the date of arrival to the date of departure, inclusive.

This credit applied to Regular Navy EMs transferred to the retired list upon the completion of 30 years' service, the above duty counting "two for one."—ED.

Basic Allowance for Quarters

SIR: I am married to an officer of the Nurse Corps and though we serve at separate duty stations, the stations are located near one another. Government quarters are furnished my wife at the WOQ, but the WOQ are off-limits to enlisted men. We maintain a joint residence off the stations. What BAQ allowance am I entitled to?—C.E.W., YN3, USN.

• Only the Basic Allowance for Quarters (BAQ) prescribed for an enlisted man with no dependents.

Since quarters are available to her (even though she may not be occupying them), your wife is not entitled to any allowance for quarters in her own right. And you are not entitled to any increase in BAQ for her since she is not dependent upon you for quarters.—ED.

Gunner's Mate Instructors

SIR: What is the current situation as far as gunner's mates and NROTC instructor duty is concerned?—F.J.T., GMC, USN.

• It is anticipated that a large number of GMs now serving in NROTC instructor billets will be relieved during 1953.

When candidates are being considered for assignment to NROTC billets, all applicants in the required rating who desire duty in a specific NROTC program are given consideration. The man who has served longest at sea is given first consideration.

Where more than one choice of NROTC duty has been indicated, the applicant is considered for each locality in the order of his preference.—ED.

From CPO to WO Status

SIR: Could you give me the over-all picture on recent warrant officer (W-1) selections? I know that the Bureau uses the semi-annual CPO and PO1 evaluation sheets (NavPers 1339) and individual service records in making the selections, but what I am especially interested in are the dates the selection boards met and what age limits were set.

In my particular case I am 37 years old and voluntarily reverted from CWO status (temporary) to CPO grade a few years ago.—J.L., SKC, USN.

• Since August 1950 more than 2000 temporary appointments have been made to the grade of warrant officer (W-1). These selections have been made in three groups. The first group numbering 300 was made from those who applied for appointment as limited duty officers in the 1950 program. Although not selected for LDO appointment, these individuals were recommended for temporary appointment to officer status when needed and were subsequently appointed WOs.

The second group, considered by a board convened in August 1950, was made up of those who once held the grade of temporary WO or CWO in the Regular Navy, had reverted to their permanent enlisted status and had not attained the age of 45 on 1 Jan 1951. Some 450 were appointed to pay grade W-1 from this group.

The third group considered by a board convened in November 1950 consisted of those CPOs and PO1s serving in the Regular Navy with at least six years of naval service and less than 35 years of

A Letter FROM the Editor

Before you sit down to write a letter to the Editor of ALL HANDS, be sure to check with the sources available to you near at hand. Chances are that your division officer, division petty officer or the yeoman in the ship's office can give you the answer a lot quicker than we here at ALL HANDS.

This magazine handles dozens of inquiries from Navymen each day. Answering them is a service the magazine is glad to perform—if the questions asked are those to which no answer is readily available. Asking unnecessary questions puts a big workload on the ALL HANDS staff.

Also, many of the questions that pop up in your mind have already occurred to your buddies too. Some of them have probably written the magazine and ALL HANDS has printed a complete answer to their query.

So—before you write a Letter to the Editor, read the recent issues of ALL HANDS, then check to see if the answer is not already available on the spot—from your division head or the personnel office of your ship or station. If they can't help you, try us and we'll do our best to find the correct answer.—Ed.

age on 1 Jan 1951. More than 1400 were appointed to pay grade W-1 from this group.

The last warrant (W-1) selections were conducted during April-July 1952 for USN and USNR PO1s and CPOs having more than 6 years' naval service and who were on active duty and were less than 35 years of age on 1 Jan 1952. Names of this group will not be published. Those recommended by the board were placed on an eligibility list from which temporary appointments to warrant grade (W-1) will be made as warrant vacancies occur during fiscal 1953.—Ed.

Amphibious Shoulder Patch

SIR: Is the wearing of the amphibious patch on the Navy uniform sleeve still authorized?—L.E.S., FN, USN.

• No. The amphibious patch was one of a group of four special and distinctive upper-sleeve patches authorized during the latter part of World War II for wear by naval personnel who participated in amphibious operations. All of which were abolished in 1946.

Popularly called an "invasion insignia," the 3½-inch-high emblem was composed of an eagle gripping a submachine gun in its talons and poising above an anchor. These figures, all in gold on a scarlet background, signified the close collaboration of air, sea, and ground units in amphibious warfare.—Ed.

Transfer to Recruiting Duty

SIR: While looking over recent Navy Department Bulletins I discovered that requests are desired by BuPers from EMs who desire recruiting duty. At present I am on duty with the staff of a Stateside service school and have been for the past few months, but now I would like to get a crack at recruiting duty. What are my chances of getting myself transferred to this duty?—H.S.G., Jr., PN2, USN.

• It is not the policy of the Chief of Naval Personnel to transfer personnel to recruiting duty who are serving on other shore duty. Replacements for personnel on recruiting duty are ordered from among those EMs who have completed the necessary sea duty requirement for rotation from sea to shore duty. Since you are now serving on duty classified as shore duty for rotational purposes, you are ineligible for assignment to recruiting duty at this time.—Ed.

Precedence Among Reserves

SIR: In the case of the following two lieutenants in the Naval Reserve who are serving on active duty which officer would hold precedence? The first officer: date of rank 4-1-46; inactive from 1947 to 1950, then to active duty. The second officer: date of rank 1-1-46; inactive from 1947 to 1951, then to active duty.

When does a Naval Reserve officer begin to receive credit for active duty—on the date the National Emergency was declared or the date of reporting for active duty?—F.P., YN1, USN.

• The second lieutenant is senior because his date of rank is earlier.

A Naval Reserve officer receives full credit for active duty from the date he reports on active duty. For precedence purposes, however, no distinction is now made between active and inactive duty in determining seniority of Reserve officers, either among themselves or in relation to officers of the Regular Navy.—Ed.

No Authority for Extended Leave

SIR: Is there any provision authorizing an officer, USN, to take an extended leave (say for six months) between normal tours of duty for a personal reason such as travel? This extended leave would be taken without pay, without charge against regular leave and with loss of seniority equaling the time taken.

A second question has to do with the procedure at a formal dinner in a foreign country when a toast is proposed to "the officers of the United States Navy". Of course, an American naval officer present does not drink when he is the recipient of a toast; but does he rise with the others or does he remain seated?—W.D., CDR, USN.

• (1) BuPers Manual makes no provision for a USN officer to take extended leave such as you describe; neither do any other official directives make such a provision.

(2) When toasts are being made to "the officers of the United States Navy," those to whom the toasts are made remain seated.—Ed.

Previous Service Counts

SIR: During World II, I served two years in the rank of ensign and lieutenant, junior grade. In 1946 I reverted to CPO. In 1950 I was advanced to warrant officer (W-1).

Does my previous commissioned service count as time toward advancement to commissioned warrant (W-2)?—L.C.S., BOSN, USN.

• The Secretary of the Navy has approved a change to the Regulations for the Procurement, Promotion and Assignment of Pay Grades of Warrant Officers which allows credit for both warrant and commissioned service under a prior appointment. See ALL HANDS, February 1952, p. 29.—Ed.

Gold Service Stripes

SIR: For myself and a number of shipmates I would like the answers to the following two questions. "Does the completion of a minority enlistment of less than four years' service entitle a person to a service stripe?" "Is a 4.0 conduct record average for each of the 12 years required for gold service stripes?"—S.D.C., HMC, USN.

• A minority enlistment of less than four years' service does not entitle a person to a service stripe. U.S. Navy Uniform Regulations (1951) states, "Enlisted personnel shall wear one service stripe for each full four years of service (other than on the retired list) in the Navy, Marine Corps, Coast Guard, Army, Air Force, Naval Reserve, or any combinations thereof."

The answer to the second question is, in brief, no. Uniform Regs furnishes the first part of the answer. It states, "Chief petty officers and petty officers who have not less than 12 years' continuous active duty (full-time duty) in the Navy and/or Naval Reserve, during which time they have fulfilled the requirements necessary for the award of the Navy Good Conduct Medal, shall wear gold lace service stripes on blue uniforms in lieu of scarlet stripes." (Both of these quotes are from the last part of Article 1202 of Uniform Regulations.)

The second part of the gold-service-stripe answer is provided by the publication Decorations, Medals, Ribbons and Badges of the United States Navy, Marine Corps and Coast Guard (NavPers) 15, 790-Rev.), which gives the story on Good Conduct Medals, on pages 23 to 27.

Conduct requirements of good conduct awards (for active service after 15 Aug 1945) specify an average mark in conduct of not less than 3.8 and no mark in conduct less than 3.0.—Ed.

New Style Trousers

SIR: Would you help me and other enlisted men out by telling us when it will be compulsory to wear the so-called "new style" trousers? The only thing I have heard is that the old style will be continued on sale until the supply is exhausted. If this is the case, the supply never will become exhausted because none of the sailors I know will buy the old style. What they are afraid of is that if they buy the old style the new style will soon become mandatory and the old style non-regulation.—G.F.W., SK3, USN.

• No date can be determined at this time as to when all EMs will be required to wear only the new style blue trousers with pockets and zipper fly front. Reason for this is that the change-over is, of necessity, gradual in order to prevent loss to each man concerned.

The new style trousers are being issued and are available for sale only as stocks of the same size button style (old style) trousers are exhausted. Both button or zipper fly front style trousers are regulation and will be worn for undress and dress blue concurrently in all naval units.—Ed.

Appointments of WOs and EMs

SIR: BuPers Cire. Ltr. 190-51 (NDB, 15 Nov 1951) contained a list of Regular Navy warrant and enlisted personnel who had been considered, but not selected, for original temporary appointment to their previously held highest unrestricted temporary USN grade, not above lieutenant. What is the possibility of reappointment?—A.S., Jr., SKC, USN.

• The Bureau has no plans to reconsider for reappointment those whose names were listed as having been considered but not selected.—Ed.

Ship's Serviceman Course

SIR: As a ship's serviceman (Navy job title—Laundryman) I am interested in attending the Navy's dry cleaning school which is located in New Jersey. Are there any special restrictions on who may attend this school? I would like to learn a little more about the subject.—R.E.F., SH3, USN.

• You are referring to the Ship's Serviceman, Class "A", Dry Cleaning School, Naval Supply Depot, Bayonne, N. J. The course of instruction for dry cleaning techniques and operation of dry cleaning equipment is provided only for men serving in destroyer tender and submarine tender type ships in which dry cleaning plants have been or will be installed. Other personnel normally are not eligible for this course of instruction. Information concerning qualifications for this school is contained in List of Navy Schools and Courses (NavPers 15795).—Ed.

Second Chance for Appointment

SIR: About a year ago an appointment as warrant officer was offered me. Because of personal reasons I turned it down. Does this disqualify me from future consideration by selection boards for WO appointment?—P.R.B., MMC, USN.

• No, it doesn't disqualify you. In the event a person declines a warrant appointment when tendered him, the appointment is cancelled and the resulting vacancy filled by appointing the next person on the current eligibility list. However, a person who declines a temporary warrant appointment is not disqualified from being considered by future selection boards. If selected by a subsequent board he would again be tendered an appointment when his name was reached on the new eligibility list.—Ed.

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Why Wasn't I Promoted?

SIR: The listing sent to my ship showing the results of a recent examination for advancement in rating indicated that I had failed and could not be advanced in rate. However, another yeoman-seaman was authorized for advancement—even though his "mark" on the listing was much lower than mine. Can you tell me why he was rated and I was not?—I.M.C., YNSN, USN.

• The mark listed on the *Advancement Authorization Listings* sent to the ships and stations which had candidates competing for advancement in rating is the "Final Multiple." This multiple contains factors of "Time in Service", "Time in Rate", and "Awards", in addition to the score attained on the actual examination. It is not the examination mark alone.

The principal requirement for advancement in rating is to pass the competitive examination. Thus, it is possible for many men to be advanced who have lower "Final Multiples" than personnel who failed the examination. For example, the final multiples of two fictitious candidates for the same rating, in which,

Factors	John Brown		Tom White	
	Multiple	Computation	Multiple	Computation
A. Exam Score	55. (Passing)	55.00	40. (Failed)	40.00
B. Total Naval Service	3 years	3.00	15 years	15.00
C. Service Present Pay grade	1 year	1.00	10 years	5.00 (max)
D. Awards	None	0.00	3 Good Conduct Medals	3.00
			Commendation Ribbon	2.00
Final Multiple		59.00		65.00

the exam score of 50 has been determined as passing, might work out as illustrated in the table below.

Even though Tom White has a final multiple of 65.00 against John Brown's 59.00, White failed the professional examination and is not qualified for advancement.—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D.C., four or more months in advance.

• **40th Naval Construction Battalion:** The 8th annual reunion of the 40th Seabees will be held at the Hotel Whitcomb in San Francisco, Calif., on 3 and 4 Oct 1952. Interested persons may contact Lyle A. Bramson, 125 Hyde St., San Francisco 2, Calif.

• **uss Jacob Jones (DE 130):** It is proposed to have a reunion of the men who served on board the *uss Jacob Jones (DE 130)* during World War II at a time and place to be

designated by mutual consent. Those interested please contact C. A. Boone, Hotel John Marshall, Richmond, Va.

• **North Sea Mine Force Association:** The 11th annual reunion of this Association will be held on 17 and 18 Oct 1952. Interested persons should contact William C. Meister, P.O. Box 66, Sunnyside Station, Long Island City 4, N.Y.

• **uss Dunlap (DD 384):**—Former ship's company members interested in planning a reunion are invited to write to James W. Bone, Box 144, Richmond, Ind. (Erroneously listed last month as Richmond, Va.)

Shore Duty Eligibility

SIR: I have been on continuous sea duty for nine years, and on the Shore Duty Eligibility List for the past two years. What is the prospect of my being rotated?—J.M.E., GM1, usn.

• At the time you requested shore duty there were about 50 men in your rating ahead of you on the list who had even more sea duty.

Men are serving at sea, and men are required to serve ashore—the job must be done in both places. Because there are obviously more billets at sea than ashore, some fair method had to be devised to fill the shore billets. This is explained in detail in *BUPers Circ. Ltr. 36-50 (NDB, January-June 1950)*.

Theoretically, a man spends seven years at sea for two years ashore. This is the ratio of total sea billets to total BuPers shore billets. However, in practice this ratio of billets at sea to billets ashore varies for every rating group.

In the case of GMs, there are approximately 5.6 billets at sea for each one ashore. Or, to express it another way, GMs could spend as much as 11.2 years at sea for two ashore. This will vary in each individual's case because of his choice of duty; that is, he may want a locality no one else wants, or vice versa. Selection for shore duty also is affected by the vacancies in the district in which duty has been requested.—ED.

Warrant Appointments for USNR?

SIR: I am a member of the Naval Reserve (though not on active duty). Is there a program through which POs in my category can be appointed to warrant officer, USNR? Any information on this subject would be greatly appreciated by myself and other POs of our Organized Naval Reserve division.—A.A.D., DKC, USNR.

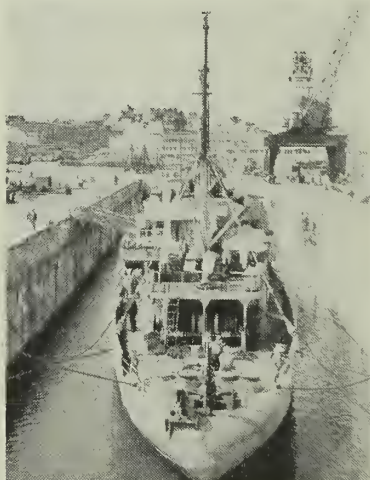
• There is no program open at this time for original appointment to warrant grade in the Naval Reserve from either civilian sources or from Reservists not serving on active duty.—ED.

Claim Longest Tour Record in Far East

SIR: *uss Mulberry (AN 27)* stakes a claim for the Far East longest-tour-record during the Korean conflict.

We left the States 22 months ago—July 1950—and have served continuously in the Far East ever since, except for a few months at Pearl Harbor for regular overhaul. After watching ships come and go for the past 22 months, we are still watching them come and go. Except possibly several minesweepers, we don't think there are any U. S. ships that come within six months of matching *Mulberry's* length of duty in the Far East area during the present emergency. Eight POs, usn.

• This is the longest period of continuous sea duty in the Far East that we have heard of in the present fighting. Navy Department records show that *Mulberry* arrived at Sasebo, Japan, 29 Nov 1950, and she has since been on continuous duty in the Far East. Of course, some U. S. Navy ships and craft have been operating in Far East areas since World War II, but with ro-



USS MULBERRY (AN 27) is shown in San Francisco before trip to Far East.

tating personnel. For instance a number of decommissioned PFs, held in Japan in reserve, were recommissioned in July 1950, and they are still active in the Far East.—ED.

U. S. Navymen Work on NATO Team

DOES the headline on this page mean anything to you?

It should. You may not be an active participant in the North Atlantic Treaty Organization right now, but the U.S. Navy plays an important role in NATO and many Navy ships are now serving on the NATO team.

Navymen serving with the Sixth Fleet, for example, are already old NATO hands. The Sixth Fleet (which is assigned to NATO from the U. S. Operating Forces for NATO maneuvers) has held a number of joint maneuvers with ships of French, Italian and British navies in the Mediterranean. The largest of these was Exercise Grand Slam, held this year, which consisted of nine days of simulated sea warfare that tested the fighting ability of the NATO units.

This month, U. S. sailors of many ships of the U. S. Atlantic Fleet will undergo their first experience as NATO-men during Exercise Main Brace, a 13-day air-sea operation to be held off the northern coast of Europe. More than 150 warships and hundreds of aircraft from Canada, Denmark, France, the Netherlands, Norway, the United Kingdom and U. S. will take part in this combined carrier, anti-submarine and convoy operation.

Other U. S. Navymen who have a speaking acquaintance with NATO are those on duty with staffs at NATO headquarters at Paris, France, Naples, Italy, Washington, D. C. and Norfolk, Va.

But what is NATO anyway? How many nations belong to it? What part does the U. S. and the U. S. Navy play in it? How is it organized? Is it merely a force on paper or does it really work?

This section will try to answer these questions — and perhaps a few more.

Briefly, NATO is a group of friendly nations who have banded together to protect one another. Should any other nation or group of nations attack any member of NATO, all NATO nations would consider the attack as an attack upon themselves. Such an organization is consistent with the Charter of the United Nations

which says that nations can provide for their collective self-defense.

The North Atlantic pact was signed in 1949. In order to build up a working defense alignment against the war potential of any aggressor country, a group of nations in the North Atlantic area banded together to form NATO. The original members of NATO were Belgium, Denmark, France, Italy, Luxembourg, the Netherlands, Norway, Portugal and the United Kingdom (England, Wales, Scotland and Northern Ireland) in Western Europe —and Canada, Iceland and the U. S. in North America. This year, two other nations, Greece and Turkey, joined.

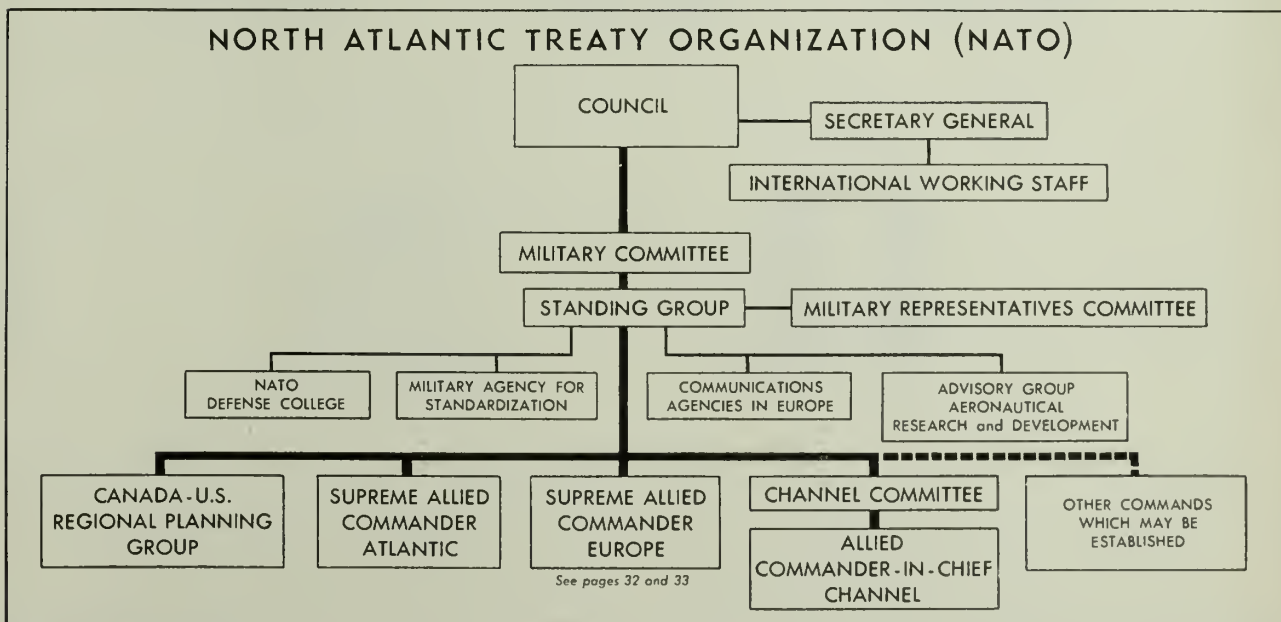
The purpose of NATO, is to provide a shield against any possible aggression. The 14 NATO nations, by putting their forces together, have already created a mutual force stronger than any force one country alone could muster. In fact, the NATO land forces which now stand ready to fight in Europe already exceed the mobilized land strength of the U. S.

What's more, NATO forces are *forces in being*, not just forces on paper. Although the individual units — ships, planes and army units — are made up of men of one nationality, the staffs that plan NATO strategy are truly international, as a glance at the pictorial display on the accompanying pages will show.

But the North Atlantic Treaty Organization is more than a military organization. It also has its administrative and economic sides. It is the job of the leaders of NATO to study the best ways to build up the necessary forces. It is the job of the economic experts to gear the industry and trade of the member nations to this build-up of military forces.

A brief explanation of the major administrative, economic and military units of NATO appears on the chart below.

• **Council** — The day-to-day decisions that must be made to keep an organization like NATO going are made
(Continued on page 34)



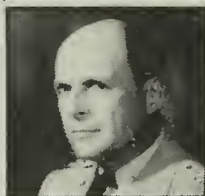
ALLIED COMMAND, EUROPE

Part of NATO (1)

including CHANNEL COMMAND

SUPREME HEADQUARTERS ALLIED POWERS EUROPE (SHAPE)

★ Marlais, France



Supreme
Allied
Commander
Europe

ALLIED COM

General Ridgway
United States



Air
Deputy

Air Chief Marshal Saunders
United Kingdom



Deputy
Supreme
Allied
Commander,
Europe

Field Marshal The Viscount Montgomery
United Kingdom



Naval
Deputy

Vice Admiral Lemonnier
France

SUB-AREA COMMANDS CENTRAL EUROPE

★ Paris



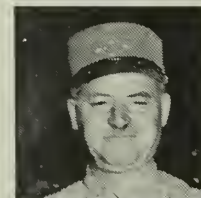
Flag
Officer
Central
Europe

Vice Admiral Jaujard
France



Commander-
in-Chief
Allied
Air Forces
Central
Europe

Lieutenant General Norstad
United States



Commander-
in-Chief
Allied
Land Forces
Central
Europe

General of the Army Juin
France

SOUTHERN EUROPE

★ Naples



Commander-
in-Chief
Allied
Forces
Southern
Europe

Admiral Carney
United States

NORTHERN EUROPE

★ Oslo



Commander-
in-Chief
Allied
Forces
Northern
Europe

Admiral Brind
United Kingdom

NATO Nations
Other NATO
not shown on

ICELAND
CANADA
UNITED

Commander Allied Land Forces—Southern Europe
Commander Allied Land Forces—Southeast Europe
Commander Allied Air Forces—Southern Europe
Commander Allied Naval Forces—Southern Europe

Commander Allied Land Forces—Norway
Commander Allied Land Forces—Denmark
Commander Allied Air Force—Northern Europe
Commander Allied Naval Forces—Northern Europe

Atlantic Treaty Organization)

ong forces are being organized on the other side the Atlantic. SACEUR, Supreme Allied Commander, Europe, has under his command potent d, sea and air forces. CincChannel, Allied Commander-in-Chief, Channel is responsible for the ense of the English-French Channel. See text.

ER-IN-CHIEF CHANNEL COMMAND

★ Portsmouth



Allied
Commander-
in-Chief
Channel

Admiral Edelsten
United Kingdom



Navy on NATO Team

(Continued from page 31)

by the Council. The Council functions on a high level, something like, say, the President's cabinet in the U. S.

Each nation of NATO has one representative on the Council. The U. S. representative is Ambassador William H. Draper, Jr., whose title is Special Representative to the North Atlantic Treaty Organization. The council meets continuously.

The Council plans the development of NATO in broad fashion. For example, at the last meeting of the NATO Council at Lisbon, Portugal, the Council decided what quotas of funds each NATO nation should put up during 1952. These quotas, it further decided, should be based on the ability of each nation to produce. As a result, the quotas ranged from a small percentage for a nation like Luxembourg to 42 per cent for a large nation such as the U. S.

- **Secretary General** — This administrator serves as vice chairman of the Council as well as the head of a board of experts called the International Working Staff. The present Secretary General is the retired high-ranking British army officer, General Lord Ismay.

- **International Working Staff** — This is just what the name implies, with the emphasis on "working." The men on this staff are experts in economics, industrial production and transportation. They do much of the "spade-work" required by the Council. For example, on the problem of assigning quotas to the various NATO nations, members of the working staff had the job of assessing each nation's productive capacity, recommending what help should be given each nation to increase its productive capacity, bringing to the attention of the Council the things each nation could best produce and determining each nation's financial ability to contribute.

The Council, Secretary General and International Working Staff form the administrative — economic side of NATO. Now for the military side —

- **Military Committee** — This group is comparable to the Joint Chiefs of Staff in our Defense Department. Each member of NATO has one member on the Military Committee. Usually he is one of the top military men of his country. The U. S. member today is our chairman of the Joint Chiefs of Staff, General of the Army Omar Bradley, USA.

The Military Committee meets only occasionally, as the situation demands. Its chief job is to map broad strategy for the unified defense of the North Atlantic area and to make recommendations concerning defense to the Council. The committee also considers ways to improve the integration and coordination of the forces provided by the various nations for the common defense.

- **Standing Group** — "Standing" here means that this group meets continuously, not just once in a while like the Military Committee.

For the sake of efficiency, the Standing Group is made up of representatives from NATO's three key nations — France, the United Kingdom and the U. S. The U. S. representative on the Standing Group at present is Vice Admiral Arthur C. Davis, USN.

- **Military Representatives Committee** — This committee is composed of the three members of the Standing Group and one member each from the other 11 countries. Members of the committee are called upon to advise the Standing Group on military questions relating to their

nations. For example, if the Standing Group is considering plans for the defense of the English-French Channel, the representatives from Belgium and the Netherlands whose nations border the channel, in addition to those of Britain and France who are present on the Standing Group, would probably sit in on the discussions.

- **Regional Planning Groups** — At present, there is but one such group — the Canada-U. S. group which is busy laying plans for the mutual defense of these two countries. Other regional planning groups have existed but have now been absorbed into the operating organization of *Allied Command, Europe*; *Allied Command, Atlantic*; and the *Channel Command*.

Allied Command, Europe, was the first of these regional-planning "blueprints" to develop into an actual force in being. The Supreme Allied Commander, Europe (short title: SACEUR; pronounced sack-your) is General Matthew B. Ridgway of the United States. Former General of the Army Dwight D. Eisenhower of the U. S. held the post before General Ridgway. A pictorial presentation of the scope and organization of the Allied Command, Europe, is shown on the accompanying pages.

Allied Command, Atlantic, developed into a tangible force only this year. Supreme Allied Commander, Atlantic, (short title: SACLANT) is Admiral Lynde D. McCormick, USN of the U. S. A full explanation of the scope and organization of Allied Command, Atlantic, will be carried in a future issue of *ALL HANDS*.

The *Channel Command* is the third existing NATO area command. The responsibility of the Allied Commander in Chief, Channel (short title: CinCChannel) is the defense of the English-French Channel. CinCChannel is at present Admiral Sir John Edleston of the United Kingdom.

The farthest advanced in state of preparedness of these commands is the first one — Allied Command, Europe. In the two years since the organization of the European command, the NATO forces there have increased greatly in size and efficiency. Here are a few of the points made by General Eisenhower, the first SACEUR, in a recent annual report on his forces to the Council:

"Our active forces have increased to a point where they could give a vigorous account of themselves, should an attack be launched against us (in Western Europe). In terms of Army divisions, whether in service or quickly mobilizable, our forces in Western Europe have nearly doubled in numbers.

"The combat readiness of our troops has improved markedly. Readjustments in their development have enhanced their potential effectiveness against the threat from the East. Behind them is a steadily expanding supply system and a command organization to plan and direct their coordinated efforts.

"Our member countries have pledged to produce this year (1952-53) 50 divisions for European defense, exclusive of those to be provided by the two new NATO nations, Greece and Turkey. Roughly one-half will be standing forces; the remainder are planned as reserve divisions available for employment at periods varying from three to 30 days. (Fewer than 15 divisions had been battle-ready in 1951).

"Along with the divisions furnished, each nation (will) produce a variety of combat and service support elements such as engineers, heavy artillery, communications, transport and maintenance units, to maintain these

divisions in the field. When combined with other needs, such as anti-aircraft defenses, these requirements raise manpower and equipment totals to twice or three times those represented within the combat divisions.

"During the last year some 30 airfields have been put into use. These were largely an inheritance from previous European construction programs and involved improvements on fields already in existence.

"As presently scheduled, NATO's European air arm will include by the end of 1952 some 4000 operational aircraft, a significant proportion of which will be modern jet fighters. (In comparison, only 1000 planes were available in 1951, and many of those were obsolete).

"The naval equation in Western European waters is still weighted strongly in our favor. Deficiencies exist in mine sweepers, anti-submarine craft and harbor defense installations, but efforts are being made to fill these needs. The main advance on the naval side has been . . . the excellent coordination and common procedures evolved by Allied navies in European waters.

"During the last 18 months, every Western European nation in NATO has increased the length of its conscription period. Defense budgets have also been raised. Military expenditures now average more than twice pre-Korean level."

The main contribution made by the U. S. Navy toward what General Eisenhower here calls the "favorable naval equation" in the Allied Command, Europe, is the fast, flexible Sixth Fleet. Units of the combat-ready Sixth Fleet are assigned by the U. S. to the Commander in Chief, Allied Forces, Southern Europe (short titled: CinCSouth) (Admiral Robert B. Carney USN) whenever CinCSouth calls for U. S. naval units for a planned NATO sea maneuver.

Additional information on CinCSouth will be included in a future issue.

The object of such maneuvers is to gain cooperation between units of different nationalities on the working level. Through them, procedures can be integrated, nomenclature standardized and action coordinated.

The biggest NATO naval exercise to date has been Exercise Grand Slam, a sea-air maneuver in the Mediterranean in 1951 which brought into action more than 200 warships of the U. S., Britain, France and Italy. It was the largest armada to be assembled in that area since the end of World War II.

Here are some of the details on Grand Slam, an exercise which will probably prove typical of future NATO naval exercises.

As the ships took to sea from their various home ports, shore commands from the British Isles through Southern France to Italy and Gibraltar, Malta and North Africa sprang to life to relay a continuous stream of orders from the fleet commanders to the ships. Airfields ashore quickly became highly active as "attacking" and "defending" aircraft took off and returned to base.

Anti-submarine readiness of the NATO Mediterranean forces was tested by sending three convoys, each accompanied by ASW forces and covered from the air by British, French or U. S. planes, to different destinations in the Med area. All three convoys "got through" it was reported, but some suffered considerable losses in "sinkings" or "damaged ships" from attacking submarines or aircraft.

One convoy, leaving Malta bound for the Straits of

MDAP Helps Friends of U. S.

To help our NATO allies—as well as other friendly nations—strengthen mutual security of the free world, Congress has authorized a Mutual Security Program of military, economic and technical assistance.

The military part of this assistance comes under the Military Defense Assistance Program (MDAP). In the past two years, MDAP has supplied these nations with much military equipment.

The U. S. has shipped to its allies under MDAP (to NATO nations and to other countries such as the National Government of China and Indochina) more than 3,000,000 tons of equipment. This total includes more than 12,000 tanks and combat vehicles, almost 60,000 transport vehicles, 377 naval vessels, 1,700 planes, 13,000 artillery pieces, one million small arms and machine guns and more than 400 billion rounds of ammunition.

In addition, through MDAP, individual foreign students have completed more than 20,000 courses of study provided at training centers both in Europe and in the U. S. (See article entitled "Ships and Planes Aid Our Fighting Allies," ALL HANDS, p. 2, April 1952).

Sicily, underwent simulated air assaults on an average of once every two hours, and submarine attacks once every five hours during its six days at sea. In addition to U. S., British and French submarines, the "attackers" included carrier-based planes from USS *Midway* (CVB 41) and a French task force plus land-based planes of all four participating nations.

Submarines had considerable success in getting to both the convoys and the combat task forces. In the most daring exploit of the maneuvers, the French submarine *Millie* succeeded in penetrating the destroyer screen of the French-American carrier task force. The sub scored a "hit" on a target — and made its escape. However, reports showed that the submarine had been "crippled" several days later.

In addition to a heavy schedule of convoy operations and anti-submarine operations, the combined NATO fleet also participated in a shore bombardment problem. A force of eight U. S., British, French and Italian cruisers and 10 destroyers threw shells at a target on the coast of Sardinia.

Although the ships were under almost constant "attack" from "enemy" submarines and land-based planes, the operation came off with clocklike precision and reports called the results "excellent".

Air cover for the bombardment was provided by a carrier task force composed of the USS *Tarawa* (CV 40) and USS *Midway*, the British carrier *Theseus* and the French carrier *Lafayette*.

The Commander in Chief, Allied Forces, Southern Europe (CinCSouth), said that Exercise Grand Slam showed that his combined naval forces could successfully wage war despite difficulties in language and operating procedures.

"We have demonstrated," the admiral said, "that the senior commanders of all four powers can successfully take charge of a mixed task force and handle it effectively as a working unit."

TODAY'S NAVY

Giant Reefer Joins Fleet

Another "reefer" joined the fleet when USS *Aludra* (AF 55) was commissioned at the Philadelphia Naval Base, Pa. It is one of the largest of the Navy's refrigerated stores ships.

Transferred from the Maritime Administration to the Navy, the former SS *Matchless* was selected for adaptation to Navy purposes and sent to an east coast shipbuilding company for remodeling. A completely new refrigeration plant was installed, holds were rearranged and new insulation was put in the cargo spaces. Additional living space was provided for officers and crew.

Measuring 460 feet in length with a displacement of 14,150 tons, *Aludra* will provide 227,470 cubic feet of refrigerated space for all types of Navy chilled and frozen provisions. The ship will be used for transferring stores to other ships and advanced bases.

Keeping our fighting ships and supply points in the forward areas well stocked takes a lot of doing. The types of Navy ships that do most of the doing are these stores or refrigerator ships, or "reefers" as they are called.

Reefer ships themselves have long

been familiar to the Navy. They really came into prominence, however, during World War II along with the development of the "quick freezing" process of preserving foods. Today, reefers like *Aludra* are transporting tons of fresh fruit, vegetables and meat as well as staples such as sugar and flour to our forces overseas.

Home-Made Rocket Launcher

Private Charles D. Lindsey with the First Marine Division in Korea has come up with a "new weapon" and is waging his own personal war on the Reds.

Lindsey's idea came to him when he found a number of 2.36 rockets in an abandoned bunker on the front lines. He decided to try making a home made launching platform. He drove some grooved, steel stakes, used to hold barbed wire, into the ground at an angle pointed at the enemy. After placing a rocket in position he touched the propulsion end with a wire leading from a dry-cell battery.

The results were gratifying and probably just as much of a surprise to the Communists as to Lindsey. Although a few of the rockets went out end over end, most of them fell into the Red positions.

Training In Formosa Waters

In a training exercise demonstrating U. S. naval strength in the Far East, a fast carrier task force threw an umbrella of air power over the island of Formosa and over the strait that separates that island from the Chinese mainland.

On the first day of the two-day display, 100 Navy fighters and bombers paraded over the Nationalist-held island of Formosa.

Wave after wave of American planes came in low over the major cities of the island, including Taipei, the seat of the Nationalist government of Chiang Kai-shek. Citizens stood in the streets and business came to a temporary halt as the aircraft passed in review.

On the second day, advancing through a lowering overcast, the task force launched its planes through a hole in the weather into the Straits of Formosa.

The designation and composition of the task force, which only a few days before had been a thousand miles or more away, was not announced.

Rear Admiral Apollo Soucek, USN, task force commander, had this to say about the Far East maneuver: "It was conducted to let our friends know we are always with them and to tell others that we join with our friends in opposing any and all mutual enemies."

Seabees Enjoy Red Help

A Seabee detachment serving with the First Marine Aircraft Wing in Korea is indebted to the enemy for a day's work. Chances are, however, the Seabees won't be billed for the job.

A construction group, had been assigned the job of building a series of new bridges leading to outlying units of the First Wing. As the group was traveling to a job site it surprised a group of Communist guerrillas tearing down a rickety bridge along the route. Just as the Seabees hove into view, the bridge fell and the Koreans quickly disappeared into the hills.

No complaints from the Seabees, though. The bridge was scheduled to be torn down anyway so a new and better bridge could be built.



NAVY PHOTOGRAPHER is 'caught' by underwater cameraman as he obtains light intensity reading with a water and pressure-proofed exposure meter.

40-Ship Construction Program

The Navy's 1953 shipbuilding program will include the beginning of construction on the second aircraft carrier of the *uss Forrestal* (CVB 59) class as well as the start of another nuclear-powered submarine.

Other types of ships whose keels will be laid or on which work will continue include three destroyers (DDs), two ocean escorts (DEs), one attack submarine (SS), 10 minesweepers (AMs), 20 auxiliary motor minesweepers (AMs), two store ships (AFs) and 350 landing craft of the LCVP type.

Two major conversions are also planned in 1953, both to *Essex*-class carriers. *uss Shangri-La* (CV 38) and *uss Bon Homme Richard* (CV 31) will have their flight decks strengthened, aviation gasoline capacities increased and other important features incorporated. Work on the *Shangri-La* will be done at Puget Sound Naval Shipyard (Wash.), work on *Bon Homme Richard* at San Francisco Naval Shipyard (Calif.).

The new carrier, CVB 60, as yet unnamed, will be constructed at the New York Naval Shipyard. She will be similar to *Forrestal*—flush deck, retractable bridge structure and other hull features. However, CVB 60 will differ somewhat in main propulsion machinery, incorporating certain design improvements which are expected to produce higher speeds in the new ship.

Total cost of CVB 60 is estimated at \$209,700,000. This is \$8,300,000 less than the total estimated cost of *Forrestal*. Most of the design work and experience that has gone into *Forrestal* can be used on the new carrier. The new carrier is expected to be completed in three and one-half years.

The New York Naval Shipyard was selected to build it because the yard possesses nearly all the facilities necessary to begin work immediately. For instance, New York has a shipbuilding dock available, which means more rapid and less expensive construction.

The nuclear-powered submarine, (SSN 575) as yet unnamed, will be built at a private shipyard at Groton, Conn. Its general design will be similar to that of *Nautilus* (SSN 571) but its power plant will be different in that it will use an intermediate neutron energy reactor instead of the low-speed (or "thermal") energy re-



CREWMEN on board *USS Iowa* (BB 61) take on supplies at Sasebo, before returning to Korean waters.

actor being used in *Nautilus*.

Like *Nautilus*, it will be primarily an experimental ship. For this reason the Number One consideration in the construction of both subs is to obtain a comprehensive evaluation of nuclear propulsion for ships. Operating characteristics of both subs are expected to be an improvement over other type boats, both in surface and submerged speeds and in cruising range. Estimated cost of the second nuclear-powered sub is \$32,700,000—a figure which does not include costs to the Atomic Energy Commission for the nuclear portion of the power plant.

The three destroyers scheduled for construction are all prototype vessels built for evaluation purposes. Each will displace about 2800 tons standard.

With the exception of the new CVB and the conversion of the two carriers, all work in the 1953 program will be done at private shipyards. Navy planners point out that

only one private shipyard in the country would be able to handle the conversions of the CVs, but this yard already has a substantial amount of Navy work, including construction on *Forrestal*.

Work on *Bon Homme Richard* will be the first such conversion for the San Francisco yard. The Puget Sound yard, on the other hand, has a continuing conversion program of *Essex*-class carriers. A second yard is being brought in to help maintain a satisfactory mobilization potential on the West Coast.

The 39 ships and 350 LCVPs which will be built at private shipyards will be built under contract awards negotiated on a competitive basis. Private yards have been chosen principally because of the necessity of maintaining a healthy private shipbuilding industry.

Distribution of the Navy's shipbuilding and conversion work among such shipyards located throughout the country is done to maintain a broad mobilization base and to encourage dispersal of operating shipbuilding facilities, OpNav explains.

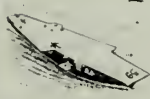
Carbon-Copy Careers

Two brothers, Rudolph and Edward Ohnersorgen, both AL2, usn, have served together continuously since they enlisted in the Navy at Tucson, Ariz., in Sept. 1948.

Since that time, in addition to sharing identical duty stations throughout their Navy careers, the Ohnersorgen brothers have achieved the same awards. They have received the Distinguished Flying Cross, the Air Medal and two gold stars in lieu of second and third awards, the Korean Ribbon with three stars and the Good Conduct Medal. Even their middle names are the same.

The brothers are currently serving as flight radiomen for Air Transport Squadron Three (VR-3) at NAS Moffett Field, Calif.

YESTERDAY'S NAVY



The Navy's first iron-clad, *St. Louis*, was launched on 12 Oct 1861. In Oct 1951, the Navy announced that its new, aircraft carrier, *USS Forrestal* (CVB 59), would be built with a retractable island installed on a huge elevator.

OCTOBER 1952

SUN	MON	TUE	WED	THU	FRI	SAT
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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	



'MISS SPOKANE,' Marcia Gusman, welcomes officers of Marine Fighter Squadron 216 on establishment of new Spokane Marine Air Reserve Unit.

Survival Tests in Cold Country

In the forests behind the Navy's base at Kodiak, Alaska, you'll see every now and then groups of sailors roughing it overnight in high style. Some will be huddled around a campfire. Others will be tossing fitfully on the damp cold ground under a hastily-built lean-to.

These men aren't candidates for the local "Polar Bear" club. They are participating in the overnight "survival course" required of all area military personnel by the Alaska Sea Frontier command. This realistic training serves to prepare personnel for the possibility of a real emergency such as a crash landing.

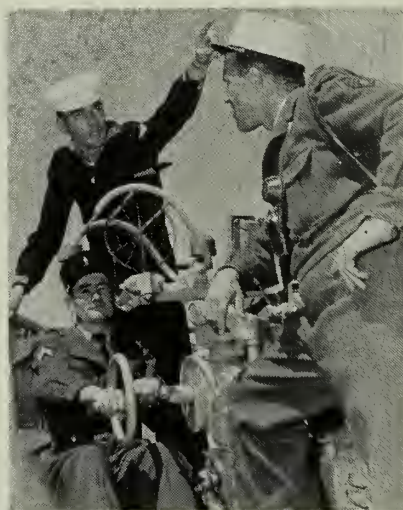
Members of Patrol Squadron 931 engaged in such an operation late this spring when the thermometer was down around zero. Squadron members were taken to the camp site area in groups of 50 and then subdivided into groups of five. A variety of survival equipment was handed out: hatchets, shovels, rifles, pistols and "five-in-one" rations. Wrapped in as many clothes as they could wear and still walk, the men prepared for the night's test.

They built lean-to shelters. They gathered wood for the fires, going by the rule. "Gather twice as much as you can use". Only after each tiny camp was in order were they allowed to open their rations.

Only the most rugged Navy men

managed to get a good night's sleep. Without sleeping bags, they found the cold ground far from appealing.

Dawn came slowly and found many a weary sailor ready to head for the spot where a bus would pick him up for the return trip to the base with its warm food and snug bunks. A check later showed that each man had come through the test in good shape. In a future emergency in the frozen country, each will now be better prepared to meet it.



FOREIGN LEGIONNAIRES learn the mysteries of gun mounts on board USS Stribling (DD 867) in Algeria.

Color Visibility at Sea

Bright scarlet may take the place of "life-raft yellow" as the best color for life-saving equipment. The Navy has found that this shade of red stands out as the most conspicuous color against the sea.

The Naval Medical Research Laboratory at the U. S. Naval Submarine Base, New London, Conn., has made a study of the visibility of color at sea under various conditions. Results of this scientific survey show that a light, bright scarlet can be spotted by a searching party at greater distances than the yellow now in wide use for the rafts, lifeboats and life-jackets used in air and sea rescues.

The time element in rescue at sea is important and it is not unusual for a searching party to spot a downed aviator or shipwreck victim, only to lose him again in the confusion of white caps, rough water, and reflections of the sun.

To remedy this shortcoming tests were made at the laboratory with quarter-inch discs of colors in a graduated series of yellow, yellow-reds and red purples. The colored discs were fixed on panels painted in blue-grays to look like the ocean under various conditions. At 60 feet, one of the discs presented a visual target equivalent to a 12-foot lifeboat seen from five miles away.

Observers scanned the panels at distances from 35 to 190 feet and found that the yellow discs become invisible at relatively short distances, while the red discs stood out all the way back.

The scientific explanation for this is that under certain conditions all people, even those with the best color vision, are color blind to yellow-on-blue. When looking at such a small area as one of the discs, the eye focuses the image on a tiny area in the back of the retina called the "fovea". At great distances, the fovea cannot distinguish yellow from blue, both colors appearing to it as gray. A yellow lifeboat several miles away, therefore, would appear to an observer as gray, and would be lost to view among the dominant gray tones of the distant sea.

To prove their point the scientists took their experiment to sea. Targets of the same color series as those used in the laboratory tests were towed by a torpedo retriever boat. Observers viewed the targets from various angles and distances from ships and

aircraft and reported that a light, bright scarlet could be seen at a greater distance than yellow.

The reason for the original choice of the bright yellow for life-saving equipment, was based on close range observations. Bright yellow is the most conspicuous and has the most attention-getting value at near distances. However, even at fairly close range, yellow rafts were found to blend with the bright reflections of the sun on the water, while the red rafts could be seen at all times.

Training Program for ROCs

Approximately 2600 men and women underwent training this summer in the Reserve Officer Candidate (ROC) program. Some 425 received commissions as Ensign, USNR, having already received their college diploma. Other successful candidates will receive their commissions upon graduation from college.

Included among the students was Peter O. Forrestal, son of the late Secretary of Defense.

Men candidates—2420 in number—received training at the Long Beach, Calif., Naval Station. The women candidates, 175 of them, took their training at the Bainbridge, Md.,

The ROC program is designed to augment other types of USNR officer procurement. The newest program of its type, the ROC program came into being in 1949. Candidates are college students with enlisted status in the Naval Reserve. They attend two summer sessions, each of six weeks, duration.

As a rule, the first period is attended during the first summer following selection and the second period between the junior and senior years or immediately following graduation. It was the men in this post-graduation group that accounted for the 425 who received commissions this summer.

ROC training covers such subjects as navigation, gunnery, communications, naval orientation, administration and leadership—with appropriate modifications for women students. For instance, in the training of ROC (W)s, naval administration and communications are emphasized.

Men candidates agree to serve not less than two years on active duty, if called by the Secretary of the Navy,



PROSPECTIVE ensign, Peter O. Forrestal, son of late Defense Secretary, turns in papers for ROC program.

and to remain a member of a Regular or a Reserve component of the Naval service until the eighth anniversary of their appointment.

Women candidates agree to continue their membership in the Naval Reserve until commissioned. At present they are being ordered to active duty upon acceptance of a commission. (Further information on the ROC program is contained in **ALL HANDS**, February 1952, p. 11.)

Communications Aid in Quake

West Coast Navymen were on the job at the scene of the recent Tehachapi (Calif.) earthquake. In this quake—California's worst since the San Francisco quake of 1906—a 100,000-square mile area was shaken, 11 lives were lost and many persons injured.

The Navy's chief role in the emergency rescue work was one of communications. Local power had failed and the town's telephone lines were down. The Navy provided mobile communications trucks which were equipped to transmit radio messages from the stricken town. One of the trucks made a 160-mile journey inland from the Long Beach naval station. Another hurried up from a Naval Reserve training center at San Bernardino.

Navy technicians set to work with their radio transmitters and receivers, expediting rescue work. They handled urgent messages only—hurry calls received from doctors, nurses, Red Cross workers and government officials.

Meanwhile, other sailors from the Navy's Ordnance Test Station at Inyokern, Calif., also turned out to help Tehachapi dig itself out. The sailors cleared debris from fallen buildings and helped in the search for quake victims.

Landing Craft Repair Ship Has 5 Sets of Brothers

Talk about sets of brothers in the Navy, *uss Askari* (ARL 30), a former LST now converted to a repair ship for landing craft, has five of them.

Or at least she did until recently when one of the brothers, Alvin German, DC2, USN, left to return to civilian life.

As seen in the photo at right, they are (from top to bottom): Connie Poffenbarger, SH2, USN, and his brother George, SN, USN; William Anderson, FN, USN, and his brother Roy, FN, USN; Alvin German, DC2, USN, and his brother Morris, FN, USN; Leo Normington, FN, USN, and his brother James, SK3, USN; and Daniel Bradley, MR3, USN, and his brother Wayne, SN, USN.

Their ship, *Askari*, recently returned from the Korean warfront where she supported the fighting forces during the invasions at In-

chon, Wonsan and Hungnam, and repaired several hundred Navy small craft.



LINING UP for their snapshot, the ARL's five brother combinations make an impressive array of kinfolk.

Pulse-Jet Engine

A pulse-jet engine with an operating life of 200 hours, which works at a 165 cycle-per-second frequency, has been developed in the thermodynamics branch of the Naval Research Laboratory.

Development of this engine goes back to 1945 when NRL engineers began investigation of the German V-1 guided missile (the "flying stovepipe"), which was driven by an early type pulse-jet engine. The German engine, however, had only a 40-minute operating life.

The new engine is expected to find military use in subsonic (less-than-sound speed) expendable applications. One of these would be in the guided missile field. Another would be in its use for helicopter propulsion—lightweight jets being mounted on rotor tips.

Its operating life of 200 hours compares favorably with the normal flight time (between overhauls) of conventional reciprocating aircraft engines now used in 'copters. This, plus the fact that its static thrust is several times as great as its own weight, (and it requires no lubrication or cooling system) points to a bright future in 'copter propulsion.

Basically a pulse jet engine consists of a cylindrical sheet-metal combustion chamber and tailpipe connected by a conical section. At the forward end, a series of vanes or valves control the admission of air to the combustion chamber. Air and fuel are



HOLLYWOOD STARLET Lori Nelson joins sailors in mess line before appearing in show at Kodiak.

admitted together to the combustion chamber.

When this mixture is ignited, a rapid increase of pressure occurs in the chamber, closing the valves and forcing the hot gases out through the tailpipe to produce a high-velocity jet. During this expansion process, the pressure in the combustion chamber drops below the outside pressure and the valves re-open, admitting a fresh charge. This operation is self sustaining, ignition occurring automatically.

DDE Saves Boys Lost at Sea

Five Korean boys were rescued far out at sea from the east coast of Korea by *uss Taylor* (DDE 468) after ten days of battling stormy waters, hunger and thirst in a small fishing boat.

Patrolling 150 miles off the Korean coast, *Taylor* spotted the little single-sail fishing boat bobbing aimlessly on the waves. Closer inspection revealed a group of Korean lads crowded together with heads raised and hands clasped as they offered prayers. The destroyer took them aboard and after quick treatment, rest and a hot meal, they were ready to tell of their ordeal.

At Pohang the would-be sailors had rigged a small sail on a boat and headed out to sea to fish. On their fourth day they encountered a storm and became hopelessly lost. Wind and current continued to carry them farther out to sea and their food supplies were soon exhausted. They told of eating raw fish and drinking rain water, but with clearing skies and torturing heat, temptation led them to drinking from the sea. All but one of them had given up hope of rescue when *Taylor* spotted them. That one was Chun Soong Duk, who kept the boat from sinking by constant bailing with a tin cup.

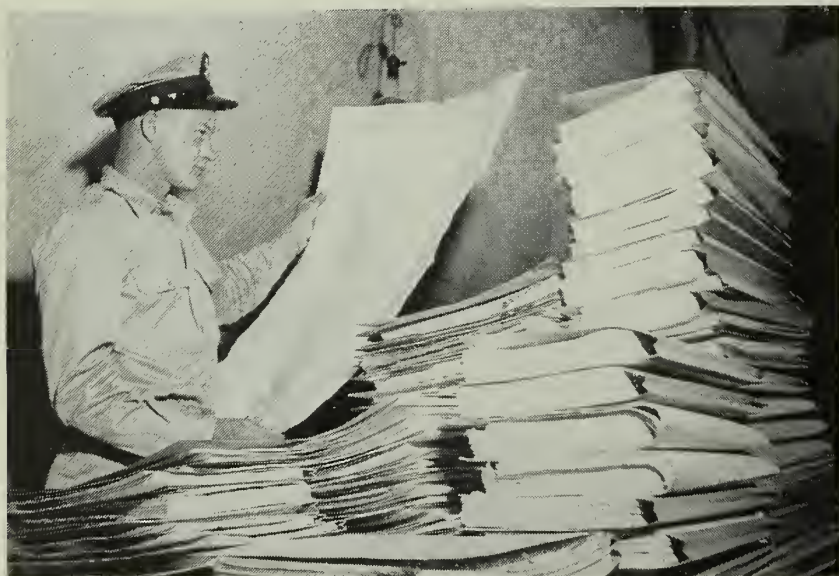
Three-Time Soldier Goes USN

A veteran of plenty of fighting in World War II and Korea with the British Army, Canadian Army and U.S. Army, John E. DeWitt has decided to see how things are in the U.S. Navy.

DeWitt, a real United Nations fighting man, is now a seaman apprentice undergoing training for the sea at the Great Lakes Naval Training Center, Great Lakes, Ill. But he has to chuckle about the whole thing. "In seven years as a foot soldier, I never had a blister," he says. "But I got one in one week marching around this grinder."

At the beginning of World War II, DeWitt hopped aboard a cattle boat, leaving his native Nova Scotia to head for England where he joined the British Army and fought the Nazis for 20 months on the hot sands in Libya. Later he joined the British commandos but transferred to the U.S. Army in time to make the invasion at Omaha Beach.

With this war out of the way, he returned to the U.S. and tried college for a while but things weren't exciting enough for an old combat man.



WORDS—John J. Koval, YNC, USN, examines 75 reams of paper containing each word uttered by both sides since Korean talks began on 10 July 1951.

So he joined the Canadian Army this time and put in nine months of hard fighting with the Princess Patricia Light Infantry Regiment in Korea.

Now he thinks he's going to like the Navy. "These loose Navy uniforms—they're great!" he says appreciatively.

— And There I Was . . .

Duane Sogge, chief aviation boatswain's mate is probably the only man in the history of naval aviation to make a jet-assisted takeoff without a plane.

Sogge was on the flight deck of *uss Valley Forge* (CV 45) as the carrier began taking on planes returning from a mission over Korea. His job was to stand in front of each plane that landed and signal the pilot when to disengage his tail hook from the arresting wire.

Suddenly something went wrong as a jet photo plane dipped to the deck, caught an arresting cable and jerked to a stop. Only all of the plane didn't stop—the streamlined nose section kept right on coming. It slid right toward Sogge, boosted him into the air, carried him off the deck and into the water 55 feet below. The "flying chief" was fished out of the water about three minutes later by *Valley Forge's* helicopter. He suffered only minor bruises.

Anopheles vs. Chloroquin

Marines in Korea are learning to swallow a bitter pill each week—and like it.

Given to Leathernecks each Sunday at noon meal, the pill is a newly developed suppressor of malaria, born by the anopheles mosquito. Called *chloroquin*, the new drug evolved from experiments with synthetic quinine and is used to replace the old, familiar atabrine. Its advantages are that it doesn't color the skin yellow, cause any damage to the kidneys or require daily dosage.

Fighting Leathernecks report remarkable success with the new drug in malaria-high Korea. After a test conducted by the First Marine Division where 1000 men were chosen at random to take the pill, only two percent showed signs of malaria, and they were still doing their jobs.

While the weekly dosage of chloroquin serves to suppress malaria, the new drug can also be medically administered in large quantities to kill the disease as quinine does.



USS ESSEX (CV 9) played host to Boy Scouts and Cub Scouts from Pomona and Chino, California. Here a group of Cubs enjoy shipboard mess.

Boy Scouts Camp on High Seas as Navy's Guests

The Navy has been a good scout for years.

The service lends a hand to the Scouts by arranging visits for them to naval ships, shipyards and air stations. The Scouts are allowed encampments of several days at Naval shore establishments and are taken on cruises aboard ships as long as their visits do not interfere with the operating functions of any ship.

Recently the Cub Scouts of Pack Four, Den One, and Boy Scouts of Troop One, from Pomona and

Chino, Calif., were taken on a tour of *uss Essex* (CV 9). They covered the carrier from bow to stern and had chow with ship's company.

In another instance, 60 Explorer Scouts from Middletown, Ohio, stood inspection at NAS Columbus, and were taken on a tour of the base. They were treated to some good Navy chow and saw a film entitled "The Navy That Came to Stay". This trip was an award to the Scouts for rounding-up volunteer blood donors.



SIXTY EXPLORER SCOUTS stand inspection at NAS Columbus, Ohio. Afterwards, the Scouts toured the base, were treated to a Navy meal.

Brief news items about other branches of the armed services.

★ ★ ★

DRY-HOT CLIMATE UNIFORMS developed by the Army Quartermaster Corps recently underwent tests near the Army's test station at Yuma, Ariz., to determine the effects of the blazing mid-summer heat on troops in the open desert.

The experimental uniform consists of cap, shirt, trousers of light-weight cotton material and tropical combat boots. The loose fitting clothing is of a tan shade for camouflage against desert sand. The cap has a high crown supported by stiffeners. Reinforced patches on elbows, knees, and the seat of the trousers give additional protection against sand abrasion. Shirt and trousers both have inside flaps to keep out the dust. Draw strings at the bottom of the shirt and at the trouser cuffs give additional protection against the dust.

A group of 19 Army officers and enlisted men were "guinea pigs" for the test. They went about ordinary military activities like hiking, digging foxholes, making reconnaissance mission and simulating combat, to provide scientists and observers with first-hand data on human reactions under temperatures that sometimes reach 150 degrees Fahrenheit in the sun.

Six of the soldiers had been subjects in the Far North last winter. Data on their reactions to a dry-hot environment will be combined with data covering their reaction to the cold environment.

In addition to trying out the new tropical uniform, the group also will make a special study, under desert conditions, of the Army's recently developed nylon body armor. The eight-pound nylon armored jacket has been tested successfully in Korea. The Army's nylon vest, however, is not to be confused with the Marine Corps'

body armor which is a plastic vest composed of contoured overlapping plastic plates and a special weave of layers of nylon fabric. The Marine body armor is now standard equipment with the First Marine Division in Korea.

★ ★ ★

ROVING REPAIR TEAMS organized by the Army Quartermaster Corps are now rolling around the country inspecting and repairing machines ranging from mobile laundries to ice cream machinery which are included in the 70,000 items of Quartermaster equipment.

Each team, composed of six men, operates from two rolling repair shops installed in heavy trucks. Six teams are now operating. The shops are equipped with a full complement of power machinery, including a lathe, drill press, shaper and welding machine, together with portable power tools and a wide range of hand tools and testing devices.

The primary function of the teams is to inspect and repair equipment at depots. A secondary function is to repair and inspect equipment at posts, camps and stations, or in the field during maneuvers and exercises.

Prior to the establishment of these mobile repair teams, all major repair of Quartermaster equipment was handled at two depots, one in Indiana, the other in Utah. Now, the equipment can be serviced at any of the seven Quartermaster depots, at 10 Army general depots or at any other Army installation where repairs are required.

★ ★ ★

AMERICAN AIRPOWER'S latest answer to enemy air attack is an almost automatic jet warplane armed with radar and rockets to outsmart and outshoot enemy bombers.

It is the Air Force's new F-94C *Starfire*, an all-weather jet interceptor designed for air defense of the U. S. and now in production.

A fighter plane without guns, the *Starfire* is armed instead with 24 air-to-air rockets, the 2.75 inch size, housed in a ring of firing tubes around the nose. It can carry additional rockets in new-type armament pods on the wings.

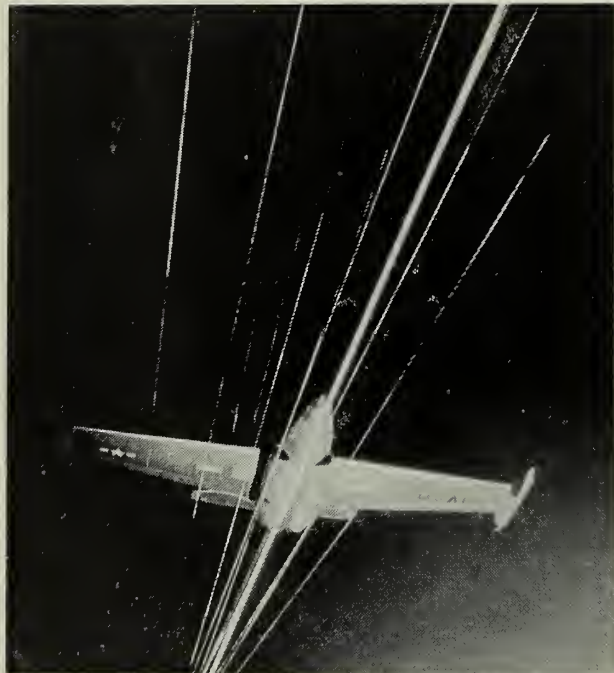
Radar and specialized "brain-like" instruments enable the *Starfire* to spot the enemy miles away, lock onto the target, track, close, aim and open fire—all by itself. The main duties of the *Starfire's* pilot and radar operator are to take the plane off the ground, maneuver to the general target area guided by ground radar, switch on the "electronic crew" at the proper time, monitor operation of the piloting and rocket-control apparatus during the attack, and land.

The *Starfire* is one of the world's fastest-climbing jet airplanes. It is capable of ascending to bomber invasion lanes of 45,000 feet or more in record time. Its specific mission is to knock out any invading bombers. Top speed is more than 600 mph.

Four special features contribute to the *Starfire's* performance.

A new thin wing, with a straight instead of sweptback contour. This makes possible extremely high speeds without sacrificing either stability during firing or maneuverability.

The leading edges of the single-spar wings are built of thick, curved slabs of metal known as integrally-



SPLIT-SECOND EXPOSURE caught this USAF Northrup Scorpion 'suspended' in tracer fire from its own cannon.



TROOPS try out new floating bridge, one of several with wider roadways, capable of carrying heavier loads. Right: Plastic bags, designed to replace glass bottles as containers of whole blood, undergo field tests.

stiffened skins. To give the plane strength at high speeds, these lighter-but-stronger wing sections, in which both the skin and its stiffening ribs are cut out of one piece of metal, eliminate hundreds of rivets and save weight by replacing many small parts required in older-type planes.

Placement of rockets as far forward as possible, in a ring around the nose of the airplane, achieves maximum accuracy.

A ribbon-type parachute, carried in a cylinder in the tail, can be released just as the plane lands to bring it to a short stop if necessary on small air fields. The *Starfire* is the first fighter plane equipped with a tail parachute.

★ ★ ★

AN ATOMIC ARTILLERY PIECE, a large gun which could fire atomic projectiles, has been developed by the Army. In addition, "atomic artillerymen" are being trained to use it.

This newly developed atomic gun, the Army says, can give the ground commander tremendous firepower at his fingertips and directly under his control. Like conventional artillery, it would be especially effective in defending against attacking ground forces which are obliged to mass and expose themselves in an attempted assault.

Unlike an air-delivered atomic weapon, the atomic gun can function in all kinds of weather, night or day. It is essentially an artillery piece—but with immeasurably greater power than any artillery hitherto known.

Carried on a platform suspended between two engine cabs at front and rear, this highly mobile atomic weapon can travel at a speed of about 35 miles per hour on highways. Weighing about 75 tons, it can cross bridges which Army engineers are already trained to build for present heavy divisional equipment.

It can travel cross-country, fit into a landing ship designed for amphibious operations. It can fire with accuracy comparable to conventional artillery, and tests indicate it is much more accurate at long ranges.

OCEAN-HOPPING HELICOPTERS — that's *Hopalong* and *Whirlaway*, two 'copters now serving with an Air Force rescue outfit in Germany. The first helicopters to cross the Atlantic, these Sikorsky-built H-19s did it by leaps and bounds. The planes, each carrying a pilot and co-pilot, departed from Westover Field, Mass., flew a route which took them by way of Presque Isle, Me., Goose Bay, Labrador, Narsarssuak, Greenland, and Keflavik, Iceland, to Prestwick, Scotland.

Actual flying time for the 2690-mile flight was 42.5 hours. However, because the planes were delayed by bad weather and poor visibility, the flight took 17 days in all. During the flight the 'copters were accompanied by a C-54 Skymaster search and rescue aircraft which flew ahead to spot weather conditions.

The most difficult leg was the Labrador-Greenland jump. Three times the helicopters were forced back by adverse weather. The fourth time they made it—at times by flying within 35 feet of the waves.

The longest leg of the flight was the 940-mile jump from Iceland to Scotland. This set a new distance record for helicopters.

★ ★ ★

A NEW ONE-BURNER GASOLINE STOVE for heating rations of soldiers in the field when they become separated from their unit kitchens, has been developed by the Army Quartermaster Corps.

Made of carbon steel, the new stove represents a savings of about one pound of stainless steel per unit and costs less to manufacture than the former model. Other advantages include a weight of only 22 ounces — about one-half that of the World War II model — and an output of 5,500 British Thermal Units as compared with 3,500 supplied by the earlier type. Also, its generator has a life of 100 hours. The older model was good for only 70 hours of operation before overhaul.

The new stove has been so designed that it may be operated by a soldier wearing heavy mittens. Field testing shows that it will operate successfully at temperatures as low as 65 degrees below zero.

THE BULLETIN BOARD

Naval Scholarships Open To Eligible Enlisted Men Through NROTC Program

The seventh annual service-wide competition for naval scholarships under the NROTC program is now underway. A maximum of four years of Navy-subsidized education at any one of 52 NROTC colleges and universities in the country is provided in this program for qualified enlisted men.

The government, under this program, pays tuition, cost of textbooks, laboratory and other instructional expenses. Necessary uniforms are furnished the midshipmen, who will also receive retainer pay of \$600 yearly.

Those who wish to apply for scholarships should see their executive officer or educational officer for full details. The candidate's first step is to fill out an *Application for Appointment to Commissioned or Warrant Rank or to Officer Training in the U.S. Navy or U.S. Naval Reserve*. (Nav Pers 953A). This, along with medical forms and other required papers, will be passed along to BuPers, if all is in order.

Nomination of men by commanding officers and applications for participation in the Navy College Aptitude Test must be forwarded to BuPers by 20 Oct 1952. This test — the first step in the competition — will be conducted on board each command on 13 Dec 1952.

Successful candidates will be appointed midshipmen USNR (NROTC, inactive) and will begin studies with the 1953 fall term. They may take any course leading to a bachelor's degree or higher, except in the fields of medicine, dentistry, veterinary medicine, theology, pharmacy, music and art. Required studies include naval science, mathematics through trigonometry and college physics.

Eligibility requirements include:

- Present service in Regular or Reserve (active service) component of the Navy or Marine Corps.
- Unmarried and never have been married.
- More than 17 years of age and less than 21 on 1 July 1953. (Candidates now 21 or slightly older and possessing previous college training,



"What's a matter, haven't you ever seen a chief with wings?"

see The Word section — p. 6, of this issue.)

- High school education or possess an equivalency certificate. (An average standard score of 45 or above on the five GED tests, USAFI, with no score on any test below 35.)

- Meet the general physical standards prescribed for midshipmen.

An agreement must be made by the candidate to complete the prescribed training, to accept a USN or USMC commission if offered and to serve on active duty for three years thereafter; or if a USN or USMC commission is not offered, to accept a USNR or USMCR commission if offered, to serve for the specified period and to remain a member of a regular or reserve component until the eighth anniversary of receipt of original commission.

Complete details of this program may be found in BuPers-MarCorps Joint Ltr. (NDB, 30 June 1952).

Long Beach Becomes Home Port For More Ships on West Coast

Several west coast ships are in the process of shifting home ports from San Diego, Calif., north to Long Beach, Calif., as the result of a comprehensive study made by Commander First Fleet over an 18-month period.

The move itself will cover an eight-month period. Service Force and Amphibious Force vessels, Destroyer Squadrons One, Three, Nine and Thirteen, seaplane and destroyer tenders and the carriers *uss Rendova* (CVE 114) and *uss Sicily* (CVE 118) are among those being shifted.

CPOs and PO1s on Active Duty in Naval Reserve Selected for Regular Navy

More than 350 Naval Reserve PO1s and CPOs have been selected for transfer to the Regular Navy. Those selected were either on active-duty general assignment or serving in Continuous Active Duty billets in the Naval Reserve program and successfully passed the 29 Jan 1952 pay grade E-7 General Service Rate examinations.

All men had previously indicated (on forms NavPers 624 or 971) their desire to enlist in the Regular Navy and had been so recommended by their commanding officers.

Selections of candidates for enlistment in pay grade E-7 was determined on a competitive basis. Only those candidates whose General Service Rate examination marks were of equal standard to marks attained by men of the Regular Navy who were advanced as the result of the same exam are authorized to enlist in pay grade E-7.

Other candidates who passed the exam but did not make a sufficiently high score for enlistment in pay grade E-7 are authorized to enlist in pay grade E-6. The names of successful candidates and the pay grades in which they are authorized to enlist are listed in BuPers Circ. Ltr. 107-52 (NDB, 30 June 1952).

Those in Continuous Active Duty billets authorized to enlist in pay grade E-7 but who are now serving in pay grade E-6 may, if fully qualified, be advanced to CPO, acting appointment (temporary), regardless of vacancy, on the day before being discharged for enlistment in the Regular Navy. They will then be enlisted in their highest permanent rate and immediately readvanced to their temporary rate.

Of the 1067 USNR candidates who passed their respective General Service Rating examinations for pay grade E-7, one-third indicated their desire to enlist in the Regular Navy. Others who participated in this exam and who wish to enlist in the Regular Navy may submit requests, via their commanding officers, to the Chief of Naval Personnel (Attn: Pers B223).

Courses in Photogrammetry And Photo Interpretation Open to Officers and EM

Officers and enlisted men of the Regular and Reserve components of the Navy and Marine Corps may apply for training in photo interpretation and photogrammetry. In addition, special training in radar interpretation is available for officers. This training will be provided in three separate courses to be given at the U. S. Naval Photographic Interpretation Center, U. S. Naval Receiving Station, Washington, D. C. They are:

- A 24-week course in photo interpretation and photogrammetry (basic, intermediate and advanced). The first course convened 1 July 1952, and new classes are scheduled every two months thereafter, through 2 Nov 1953, for officers. (Enlisted quotas for this course will become available commencing with the 5 January 1953 class.)

- An eight-week basic course for officers in the above subjects. A class convenes 1 September 1952, with a new class scheduled every two months through 1 July 1953.

- An eight-week radar interpretation course for officers convening 2 Sept 1952 and 26 Aug 1953.

In general, courses are open to USN and USNR officers in the rank of ensign to commander with designator series 1100 or 1300, and to USMC and USMCR officers in the rank of second lieutenant to lieutenant colonel. Each officer candidate should have had college training and/or experience in one or more of the following fields: architecture, engineering, geology, city planning, cartography, photogrammetry, geography, soil conservation, mathematics, *et al.*

A limited number of PO2s and above in AF, PH or QM ratings will be accepted in the 24-week courses beginning with the class that convenes 5 Jan 1953. For this highly-technical training, only EMs having a combined GCT-ARI test score of 110 or above or who have demonstrated proficiency in photo interpretation will be considered. Only those in AF, PS or QM ratings should apply.

Enlisted applicants must have at least 24 months of obligated service when entering the school or agree to extend enlistments accordingly. Applications, listing details of training, should be sent to the Chief of Naval Personnel (Attn: Pers B212e) about 60 days before classes meet.

USNR officer applicants for the 24-week course must agree to extend their periods of obligated service one year. Applications, containing statements on background and experience, should be sent to the Chief of Naval Personnel (Attn: Pers B111h).

BuPers Circ. Ltr. 111-52 (NDB, 30 June 1952), states that the physical requirements call for vision correctible to normal (each eye near and far) and normal stereoscopic acuity.

Correct Definitions Given For Troublesome Terms

Certain terms connected with naval service and current separation policies (see p. 48) are sometimes misunderstood. Here are a few of the more troublesome terms along with their correct definitions —

World War II Veteran—For the purposes of determining eligibility for release to inactive duty, a World War II veteran is any member who has served honorably on active duty for a period of 12 months or more between 12 Sept 1940 and 24 June 1948, or for a period of 90 days between 7 Dec 1941 and 2 Sept 1945, in the Army, Air Force, Navy, Marine Corps, Coast Guard, Public Health Service or the armed forces of any country allied with the U. S. in World War II prior to 2 Sept 1945. The definition of "veteran" by the Veterans Administration, however, is different from the above.

Active Service and Active Duty — A fine distinction is made between the use of active service and active duty. Normally BuPers uses the term "active service" to refer to service performed by a member of the Regular Navy, and "active duty" when referring to duty performed by a Naval Reservist who has been "recalled" from inactive duty in the Naval Reserve.

Continuous Active Duty — "CAD" is performed by a Naval Reservist who is on active duty in the Naval Reserve program, that is, a stationkeeper.

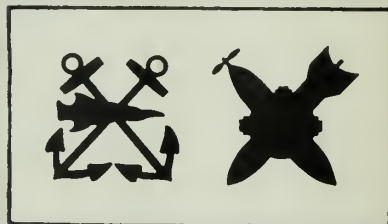
QUIZ AWEIGH

Let's see how good your memory is. Last month ALL HANDS featured distinguishing marks in its center spread. Who wears the six that appear below?



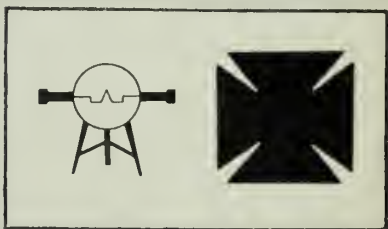
1. At left (above) is the right-arm distinguishing mark worn by (a) explosive disposal ordnancemen (b) graduates of the Naval Mine Warfare School (c) advanced underseas weapons men.

2. The distinguishing mark at the right symbolizes the special qualifications of (a) expert lookouts (b) anti-aircraft machine gunners (c) fire control radar operators.



3. Crossed plain anchors, with arrowhead superimposed, identifies (a) assault boat coxswains (b) advanced underseas weapons men (c) fire fighter assistants.

4. At the right is the distinguishing mark of (a) mine warfaremen (b) explosive disposal ordnancemen (c) graduates of Naval Mine Warfare School.



5. At left is the mark worn on the right arm of (a) gun rangefinder operators (b) anti-aircraft machine gunners (c) fire control radar operators.

6. The cross at right is worn by (a) aircraft gunners (b) fire fighters assistants (c) mount captains.

ANSWERS TO QUIZ ON PAGE 53

New Faster Way of "Keeping Posted" With NDS

For several years readers of ALL HANDS have become familiar with terms such as *BuPers circular letters*, and the circular letters of other offices and bureaus of the Navy, all of which were incorporated in *Navy Department Bulletins*. Through such directives the various bureaus and offices of the central Navy Department issued new policies, practices and regulations. These terms now have been replaced by a new system.

The new *Navy Directives System* covers all directive-type releases and should be the most cheerful news for office personnel since the invention of the typewriter. It makes things easier to find.

Now, instead of searching through several issues of the Navy Department Bulletin for information on a certain subject, you need only flip through one loose-leaf binder to a code number identifying the subject. There, under that number, will be all the current directives on that subject.

Because you as well as the office yeoman may have occasion to use the new system, here is a thumbnail explanation of it. Briefly, there are two

types of directives—Instructions and Notices.

Instructions are long-lasting. They are directives which do one or more of the following:

- Contain information of a continuing nature.
- Require continuing action.
- Require action which must be taken but cannot be completed immediately.
- Require action which must be taken by newly-established activities.

Typical Instructions might contain information on the Navy's system of sea-shore rotation for its enlisted men or outline the over-all requirements for advancement in rating. An Instruction has permanent reference value. Because of this, it remains in effect until the organization that put it out supersedes or cancels it.

Notices, on the other hand, are directives of a one-time nature. They are "quickies", containing information to be acted on immediately. Since Notices have no permanent reference value, they also contain provisions for their own cancellation.

A BuPers Notice, for example, would be used to announce the promotion of a group of PO1s to CPO grade or to announce the awarding of the Navy Unit Citation to a certain vessel. Previously, information of this type was issued through the familiar circular letters too.

The chief value of the new directives system is that it provides a uniform plan for issuing and maintaining all directives. Naval activities receiving directives under this system will find a multifold value in its use. It will enable those who use it to group together and easily file the directives on any particular subject, differentiate between directives of a continuing nature and those of brief duration, and determine periodically the current status and the completeness of their binders of directives.

The new system will be a break for BuPers and other Navy bureaus as well. The system will:

- Reduce the number of directives in effect by systematically consolidating Instructions covering the same subject. It also improves the coverage of Instructions.
- Eliminate duplicate writing, printing and distributing operations.

• Improve general administration by using a uniform system which includes reference aids for persons using directives.

• Insure that recipients are sent only those directives that apply to their operations. (Under the former system it was not possible to control distribution to this degree.)

Who uses the Navy Directives System? All naval activities are either using it now (bureaus and offices of the central Navy Department since 1 July 1952; fleet activities since 1 Jan 1952) or will use it when directed by authority. "All naval activities" takes in a lot of territory: individual ships; recruiting stations; Navy schools; shore stations; division, squadron and flotilla commands; permanent task forces and groups.

The numbering system to be used splits the Instructions and Notices into various easy-to-find sections. For instance, the directive on shore duty for EMs would fall under the classification number 1306, "Enlisted As-

NDBs Are Thing of the Past, Loose-Sheet System Started

The Navy Directives System made its first appearance in a directives system set up by the Office of the Chief of Naval Operations in January 1951. A year later, on 1 Jan 1952, the system swung into operation for all commands in the Operating Forces (less those in the Fleet Marine Force) and naval district and sea frontier commands.

Now the system is Navy-wide. Because of this, the well-known *Navy Department Bulletin*—which for several years had shown up in the mail of all ships and stations twice a month—has been discontinued. (The last issue was the 30th of June issue.)

Navy Department Instructions and Notices are now being received by ships and stations at the rate of once a week. These are received as individual pages which are single-stapled to a Transmittal Sheet. This new loose-sheet method is used so that the pages can be easily inserted in their appropriate spaces in ring binders or post binders.

Alnavs and Dispatch-Type Orders Continue as Before

Although the familiar circular letters are now a thing of the past, the Navy's dispatch-type orders continue as before.

This means you'll still be seeing Alnavs (all Navy), NavActs (all naval activities), AlNavStas (all naval stations), and others.

These "general message" orders are sent out speedily by rapid communication methods, primarily radio, but also as basegrams (messages teletyped to land activities) or speedletters (direct and informal communication by mail).

When such speed is necessary to a directive, an Instruction will arrive first as a message or speedletter and later in the regular printed format. For reference, the message or speedletter will carry the appropriate Subject Classification Number as well as the abbreviations of the originator.

signment". A directive on advancement in rating would fall under classification 1430, "Advancements in Rate or Rating, Enlisted Personnel". These numbers are listed in a classification table.

Both of these, you will notice, are in the "one thousands". This means that they concern *Naval Personnel*, which is the subject of the 1000-group. Other major groups you may run across include *Operations and Readiness*—3000-group; *Medicine and Dentistry*—6000-group; *Ships Material*—9000-group.

The new system itself was put in effect by an Instruction, labeled *Sec-Nav Inst. 5215.1* (19 May 1952). This one will serve to show how the numbers work. The 5000-group covers *General Administration* and, under this heading, the 5200-group covers *Systems, Methods and Procedures*. Opposite number 5215 you find the special term which is the subject of this Instruction, covering new systems of issuing information. The .1 shows that this is the first Instruction issued on this subject by the Office of the Secretary of the Navy. It is known as a consecutive number and identifies the order of the Instruction for a particular subject from that office.

Only Instructions, however, carry these consecutive numbers. Notices do not carry them because of their one-time nature.

Among other important components of the Navy Directives System are the following:

Numerical Check Lists—These are quarterly check lists of effective Instructions issued by originating offices. They help each recipient check his files for completeness.

Clear-cut Methods for Revising Instructions—Uniform ways of making revisions are prescribed. For substantial revisions the Instructions will be rewritten and reissued. For minor changes, revised pages will usually be issued—doing away with the need for pen-and-ink changes. A revised Instruction, incidentally, is given the same subject and classification number as the original, but it carries a suffix letter such as A, B, C, etc.

Alphabetical Subject Indexes—All users of Instructions are provided an index of Instructions applicable to their operations.

Cross-Reference Sheets—One of

these sheets is issued with each Instruction that comes out as a separate publication (such as a set of BuOrd safety regulations) and which will probably be filed separately.

The preceding information applies to the Navy Directives System as a whole. What follows are highlights of the system as it applies to the Bureau of Naval Personnel's methods. Full information on this is listed in BuPers Inst. 5215.1 (5 June 1952).

• As of 1 July 1952, all BuPers directives have come out either as BuPers Notices or Instructions. However, all effective BuPers Circular

Letters will remain in effect until reissued as part of the system or cancelled. These older directives are being inventoried by the Bureau and will be reissued in the new style sometime prior to next July.

• BuPers will issue a subject index quarterly listing its Instructions, will maintain a current numerical index of all its Instructions and will list cross-reference sheets as enclosures to Instructions.

• Pen and ink changes (the bane of all office hands) will not be used in the body or text of BuPers directives.

WAY BACK WHEN

Old Time War Instructions

In the days of the old sailing ships, certain preparations had to be made before action between hostile ships could be entered into. Such activity would probably make a present-day sailor look with wonderment at the sight.

A typical example of war instructions issued in the 16th century follows:

"Before ships and fleet encounter, or enter upon action, these things following are necessary to be done; divide the company into three parts, one to tack the ship, a second to ply the small shot, and a third to attend the ordnance. But not so precisely, but that one may be assisting to the other in the three several places.

"The ship is to be brought into its short and fighting sails (foresail, main-topsail, and fore-topsail); for the others sails are troublesome to handle, and make the ship heel, so that her ordnance cannot be used, besides the danger of firing her sails with arrows and other wild-fire from the enemy.

"The master is to appoint a valiant and sufficient man at helm; and to receive his directions from the captain how to order the fight and where to board, which must be done with most advantage and according to the placing of the enemy's ordnance; and, therefore, it is requisite to have a captain of experience.

"Every officer is to do his part: the boat-swains to sling their yards, to put forth the flag, ancient and streamers, to arm the tops and waste-cloths; to spread the nettings, and all other things that belong to their charge.

"The gunner is to appoint his officers to their quarters, to have care to their files, budge barrels, tin case used to protect powder when carrying from hold to guns, and cartridges; to have his shot in a locker near every piece, and the yeoman of the powder to keep his room and to be watchful



of it, and to have his eye upon any leak that shall happen in the hold.

"The carpenters are to be vigilant, and to have their oakum, lead nails and what else belongs to the stopping of leaks in readiness. He must have a man always ready to sling overboard, if there chance a leak. Or if there be cause to take in the lower tier of ordnance, by the sudden growing and working of sea, he must have all things ready to caulk the ports."

When boarding the enemy, the captain gives the command: "Make fast your grapplings," whereupon one reports to him: "Captain, we are foul on each other, and the ship is on fire."

"Cut anything to get clear, and smother the fire with wet clothes.

"In such case the belligerents will presently be such friends as to help one another all they can to get clear, lest they both should burn together and sink. And if they be generous, the fire quenched, drink kindly to one another, heave their cans overboard, and then begin again as before."

Questions on Separation Procedures Are Answered For Naval Personnel

Does your enlistment expire within the next year or are you scheduled to be released soon to inactive duty? If you are, a new BuPers directive will be of interest to you. It will answer many of your questions concerning separation procedures — questions such as these:

When do I get out?

This question is answered by the directive, BuPers Circ. Ltr. 113-52 (NDB, 30 June 1952) and by Change Five to BuPers Manual. Together these contain complete instructions governing the separation of enlisted personnel on active duty in the Regular Establishment and in the Naval Reserve program.

The latest separation information for officers is contained in BuPers



"Was showing them boots how to tie a bowline in two seconds and . . ."

Circ. Ltr. 62-52 (NDB, 15 Apr 1952).

What happens before I am transferred for separation?

If you are in the Regular Navy and about to be transferred for separation, you will be interviewed by an

officer and will be informed of the benefits of reenlisting in the Regular Navy. If you decide not to reenlist, your service record will be verified before you are transferred. Moreover, if you are entitled to government transportation for your dependents and/or household effects, you will be given extra copies of your transfer orders.

If you are serving at a shore station and necessary medical and disbursing facilities are available, you will be separated right there. Otherwise, you will be transferred to the separation activity nearest your duty station. If you're attached to a ship, you will be transferred to the separation activity nearest your port of debarkation.

What happens at the separation activity?

Quite a bit. It is here that you receive your final processing. You will get such items as a *report of Separation*, which summarizes your service experience, a discharge certificate (if discharged) showing under what conditions you left the service and a small wallet-size card, your *Certificate of Service* which shows you have served honorably.

In addition, you will receive several pamphlets including *Rights and Benefits of the New Naval Veterans*, *Reinstatement Rights of Persons Who Leave Positions to Enter Military Service* and *Your Insurance Status*. (See also pp. 6 and 50.)

If you are discharged, your service record will be closed out and forwarded to the Bureau of Naval Personnel. If you are released, to inactive duty, your record will be mailed to the commandant in whose district you will live.

Furthermore, you will be advised to report to your local Selective Service board within 30 days of your effective date of separation, unless you are already registered or are 26 or more years of age.

Suppose I want veteran's assistance once I am separated?

In this event, you may contact your district civil readjustment officer. He is located in the headquarters of your home naval district and counseling naval veterans is his job. In addition to your civil readjustment officer, the Veterans Administration and other government agencies are prepared to assist you where they can.

Districts List 26 Stations As Separation Activities

Listed below are the naval activities within the continental limits of the U. S. to which male personnel who are to be transferred for separation will report:

First Naval District

U. S. Naval Recruiting Station, 495 Summer St., Boston, Mass.

NAS, Quonset Point, R. I.

U. S. Naval Training Station, Naval Base, Newport, R. I.

Portsmouth Naval Shipyard, Portsmouth, N. H.

Third Naval District

Headquarters, Third Naval District, New York, N. Y. (Officers only)

U. S. Naval Receiving Station, Naval Base, Brooklyn, N. Y.

U. S. Naval Submarine Base, New London, Connecticut

Fourth Naval District

U. S. Naval Receiving Station, Naval Base, Philadelphia, Pa.

Fifth Naval District

U. S. Naval Receiving Station, Naval Base, Norfolk, Va.

U. S. Naval Air Station, Norfolk, Va.

Sixth Naval District

U. S. Naval Receiving Station

U. S. Naval Base, Charleston, S. C.

U. S. Naval Air Station, Jacksonville, Fla.

U. S. Naval Air Station, Pensacola, Fla.

U. S. Naval Station, Key West, Fla.

U. S. Naval Station, Green Cove Springs, Fla.

U. S. Naval Air Station, Memphis, Tenn.

Eighth Naval District

U. S. Naval Station, New Orleans, La.

U. S. Naval Station, Orange, Tex.

U. S. Naval Air Station, Corpus Christi, Tex.

Ninth Naval District

U. S. Naval Training Center, Great Lakes, Ill.

Eleventh Naval District

U. S. Naval Recruiting Station, Naval Station, San Diego, Calif.

Twelfth Naval District

U. S. Naval Receiving Station, Naval Station, Treasure Island, San Francisco, Calif.

Thirteenth Naval District

U. S. Naval Receiving Station, Seattle, Wash.

Potomac River Naval Command
U. S. Naval Receiving Station, Washington, D. C.

Severn River Naval Command
U. S. Naval Barracks, U.S.S. Reina Mercedes, Naval Station, Annapolis, Md.

Latest Motion Pictures Listed for Distribution To Ships, Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Brooklyn, N.Y., is published for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in July.

From time to time new listings of motion pictures available from the Navy Motion Picture Exchange will be carried by **ALL HANDS**.

Bend of the River (948) (T): Western; James Stewart, Arthur Kennedy.

Flight to Mars (949): Melodrama; Marguerite Chapman, Cameron Mitchell.

Just Across the Street (950): Comedy; Ann Sheridan, John Lund.

Singing in the Rain (951) (T): Musical; Gene Kelly, Donald O'Connor.

The Cimarron Kid (952): Western; Audie Murphy, Beverly Tyler.

Has Anybody Seen My Gal (953) (T): Comedy; Charles Coburn, Piper Laurie.

Narrow Margin (954): Melodrama; Charles McGraw, Marie Windsor.

Pat and Mike (955): Comedy; Spencer Tracy, Katherine Hepburn.

Glory Alley (956): Drama; Leslie Caron, Ralph Meeker.

Francis Goes to West Point (957): Comedy; Donald O'Connor, Lori Nelson.

The Breakdown (958): Drama; William Bishop, Ann Richards.

The Brigand (959) (T): Adventure; Anthony Dexter, Jody Lawrence.

Clash by Night (960): Melodrama; Barbara Stanwyck, Paul Douglas.

Walk East on Beacon (961): Drama; George Murphy, Virginia Gilmore.

Sound Off (962): Comedy; Mickey Rooney, Anne James.

Red Snow (963): Adventure; Guy Madison, Ray Mala.

We're Not Married (964): Comedy; Ginger Rogers, Fred Allen.

Valley of Eagles (965): Jack Warner, Nadia Gray.

Marines Tear Their Hair Over Tonsorial Artists At Front

Pfc Howard H. Upshaw of the Third Battalion, Fifth Marines, in Korea has to put up with a lot of "cutting" remarks. A barber in civilian life, Upshaw has been engaged in request performances upon his long-haired buddies.

Business got so good, the Marine tonsorial specialist was assigned a couple of Korean helpers. That's when his troubles began.

At best, barbering conditions border on the primitive. Shaky ration boxes serve as chairs, and the main tools of the trade at the front are dull hand clippers.

Upshaw managed to train his assistants in regulation Marine hair-

cutting, but when one of his aides gets sleepy on a hot day, or pays more attention to a radio broadcast than to the business at hand (or should we say, head), the customer usually ends up with a "soup bowl special." Then it is that Upshaw has to exercise considerable diplomacy to prevent a situation akin to mayhem, as well as to trim up as well as possible whatever patches of hair remain on the irate customer's noodle.

"When I was cutting hair back home," remarks Upshaw, "I had my problems, but I never had to worry about settling international disputes."



OCS Gets Into Full Swing Training Future Officers

The Navy's Officer Candidate School at Newport, R.I. is currently training men for commissions at a faster rate than the Naval Academy and college NROTC programs combined. Established in May 1951, Newport OCS has already commissioned 2756 graduates. Within the next year it plans to commission nearly 7000 more.

Officer candidates, two thirds of whom have been selected directly from civilian life, have come from all 48 states, the District of Columbia, the Canal Zone, Hawaii and England. OCS candidates had received degrees from 565 universities prior to their acceptance by the Navy school.

During their college careers officer candidates majored in everything from philosophy and petroleum engineering to speech and optometry.

Two roads to a commission are open to applicants for OCS. One, for men between the ages of 19 and 26,

leads to an unrestricted, or "general line" commission. Men so commissioned receive four months' training (covering the same ground as four years of NROTC) in all the basic sea-going skills — seamanship, gunnery, engineering, communications, navigation and operations.

A limited number of men between the ages of 19 and 32 are also accepted every other month for the school's two-month indoctrination course for applicants for Supply Corps, Civil Engineering Corps and specialist commissions.

Immediately after graduation and a brief leave, general line graduates are ordered to sea duty. They are permitted to express their preference for ship types and, so far, the Navy has been able to give 90 percent of them the duty they want.

For information on application procedures and qualifications, see the story "How Enlisted Personnel Become Officers", **ALL HANDS**, February 1952, p. 6.

Roundup on New G.I. Bill for Veterans of Korean Fighting

Veterans of the Korean conflict can now take advantage of a new G.I. Bill of Rights which will give them most of the benefits enjoyed by veterans of World War II.

On 16 July 1952, the President signed into law a new G.I. Bill for veterans who served in the armed forces *any place in the world* since the start of the Korean hostilities on 27 June 1950.

The new law provides five benefits, all designed to assist veterans returning to civilian life. Included are education and training; guaranteed or insured loans for homes, farms and businesses; unemployment compensation; job-finding help and mustering-out payments.

Here is a round-up of what you have coming to you if you are an eligible Korean veteran. All benefits are included below except mustering-out pay which is taken up in a separate story on page 6 of this issue.

Education and Training

The education and training provisions allow an eligible veteran one and one-half days of training for each day in service after the outbreak of the Korean fighting up to a maximum of 36 months—regardless of where his service was performed.

The term "eligible veteran" in this case, means any person who is not in the active service of the armed forces (at the time he applies for this training) and who meets the following additional requirements: — (a) has served in the active service in the armed forces at any time during the basic service period from 27 June 1950 to the end of the present emergency, (b) has been separated or released from such active service under conditions other than dishonorable, and (c) has served in the active service in the armed forces for 90 days or more (exclusive of any period he was assigned by the armed forces to a civilian institution for a course of education or training which was substantially the same as the established course offered to civilians, or as a cadet or midshipman at one of the service academies), or has been separated or released from active service by reason of an actual service-incurred injury or disability.

However, eligible veterans who have also trained under earlier veteran's training laws—the World War II G.I. Bill of Rights or Public Laws 16 or 894 for the disabled—may get up to a maximum of 48 months, *minus* whatever time they have already spent in training under those earlier programs.

A veteran may train in school or college, on-the-job or on-the-farm, so long as the school or training establishment has been approved by State Education Authorities and meets other qualifications of the law. Only one change of course is allowed, except under certain conditions determined by the Veterans Administration.

Veterans in G.I. Bill training will

receive an education and training allowance each month from the Government, to meet part of the expenses of their training and living costs. Tuition, fees, books, supplies and equipment will not be paid by the Government; instead, the veteran will pay for them himself out of his monthly allowance.

A veteran will get his monthly allowance some time after the end of each month of training completed. Before the VA can pay him, the law requires a certification from both the veteran and his school or training establishment, where he was enrolled and pursuing his course during that period.

This new method of payment differs from procedures followed under previous veteran's training laws. Under earlier laws, the Veterans Administration paid tuition and other costs directly to schools, and also paid the veterans a monthly subsistence allowance.

The new rates for veterans in full-time training in schools and colleges are \$110 a month, if they have no dependents; \$135 a month, if they have one dependent; and \$160 a month if they have more than one dependent. Those in training less than full time will receive lower monthly rates.



Good-bye, Fare You Well

Oh! fare you well, I wish you well!

Gaod-bye, fare you well; gaod-bye, fare you well!

Oh! fare you well my banny young lassies, Hur-rah, my bays, we're home-ward bound!

The billows roll, the breezes blow, Ta us they're calling: sheet home and go! We're homeward bound, and I hear the saund,

Sa heave an the caps'n and make it spin round.

Our anchor's aweigh and our sails they are set,

And the girls we are leaving we leave with regret.

She's a flash clipper packet and bound far to go,

Gaod-bye, fare you well; gaod-bye, fare you well!

With the girls an her taw rope she cannot say na.

Hur-rah, my bays, we're home-ward bound!

—Homeward Bound Chantey

Nearly One Million GIs Now Studying under WWII Bill

As the G.I. Bill for Korean veterans goes into effect, the VA has announced that the number of veterans still receiving training under the World War II law has dropped below the million mark for the first time since the beginning of the program in 1946.

At total of 990,000 veterans of World War II are now taking training in schools, colleges, on-the-job and on-the-farm across the nation. Except for a scattered handful who can still qualify, the law today allows no newcomers to the World War II program.

The peak of the first G.I. Bill program came at the end of 1947, when more than 2,500,000 World War II veterans were enrolled at government expense.

Top monthly amounts that will be paid on-the-job trainees are \$70, for a veteran without dependents; \$85 for a veteran with one dependent, and \$105 for a veteran with more than one dependent. The maximum amounts for institutional on-the-farm trainees are \$95, \$110 and \$135, respectively. The law also requires that veterans taking institutional on-the-farm training must devote full time to their program.

The new G.I. Bill places a \$310-a-month ceiling on the amount a veteran may draw from both his employer and the Veterans Administration for on-the-job training. Should a veteran's training allowance plus his earnings as an on-the-job trainee exceed this amount, the VA will reduce the allowance accordingly. There is no ceiling on earnings of any other type trainee under the act.

The Bill also bars persons in any of the branches of the armed forces from taking any course while they are still on active duty—they will have to wait until they have been separated from service.

Although the new law went into effect 16 July 1952, no training allowances may be paid for any period prior to 20 August 1952. For further information see section below under "Deadlines".

Loans

The loan provisions of the new G.I. Bill for veterans who served during the period of the Korean conflict are the same as those now in effect for World War II veterans with one exception—a new clause has been entered to protect the interests of home-buying veterans.

The amount of VA guarantee on a loan is the same for both groups of veterans. Home loans may be guaranteed for up to 60 percent of the loan, but the guaranteed portion may not exceed \$7,500. Other real estate loans may be guaranteed up to 50 percent, with a \$4,000 top. And non-real estate loans, such as G.I. business loans, may be guaranteed for up to 50 percent with a \$2,000 ceiling as to the guarantee. All such loans also may be insured.

The Veteran's Administration program, now in effect for World War II veterans, has been extended to veterans who have served 90 days or more on active duty from 27 June 1950 until such time as the present



"Orders from Washington?? ... Why he's dead."

emergency ends (unless discharged sooner for a service-connected disability) and who were discharged under conditions other than dishonorable. In certain cases under this program the VA may make loans directly to veterans, but only in areas where four percent G.I. loan money is not available.

G.I. loan safeguards, written into the new law, apply both to World War II veterans and those under the new Bill. Among them are the following:

- A veteran's property must meet or exceed minimum requirements for planning, construction and general acceptability. This provision doesn't apply to construction started within

60 days of 16 July 1952, nor to houses which have been completed at least a year before they were purchased with a G.I. loan.

- The VA may refuse to appraise any dwelling or housing project owned or built by anyone who has attempted to take unfair advantage of veterans in the past. Examples would be substantial deficiencies in the house, failure to discharge contract liabilities, or unfair practices in regard to contracts or marketing of the house.

- The Veterans Administration may also refuse to guarantee loans made by lenders who have failed to service loans adequately, who have failed to keep adequate loan accounting records, who have shown poor credit judgment, or who have engaged in other practices which are detrimental to the veteran or to the Government.

- In the case of World War II veterans who have returned to active duty, their unused loan entitlement under the World War II G.I. Bill will be replaced by the same amount of entitlement under the new law.

The result is that they will not be bound by the G.I. loan deadline of 25 July 1957, set up in the earlier law; instead, under the new law, they will have 10 years from the end of

Where to Apply for Benefits Under Korean G.I. Bill

Veterans eligible under the new G.I. Bill of Rights should apply for their benefits at the following places:

- *Education and Training*—Apply direct to the college or training establishment of your choice, and then to the nearest Veterans Administration office.

- *Loans*—Apply to your nearest Veterans Administration office.

- *Unemployment compensation and job-finding help*—Apply to your State Employment Service office.

- *Mustering-Out Pay*—If you have been discharged and have reenlisted, apply to the disbursing officer of your ship or station.

If you are soon to be discharged, you will be paid by the disbursing

officer at the separation point.

If you have been separated from service, apply to the Field Branch, Bureau of Supplies and Accounts, Cleveland 14, Ohio, or to the Commandant of the Marine Corps (CDD), Washington 25, D.C., depending upon your branch of service. (See details on p. 6.)

Should you need advice on veteran's benefits once you are separated, contact your district civil readjustment officer. He is located in the headquarters of your home naval district. Counseling naval veterans is his job. In addition to your civil readjustment officer, the Veterans Administration and certain other government agencies are prepared to assist you whenever they can.

Sailors and Marines Invest in U.S. Defense Bonds

In a recent month, four out of every ten sailors and marines were putting money aside through Defense Bond allotments. Are you one of them?

Altogether, 400,000 men were putting almost 10 million (that's \$10,000,000) into bonds that would pay them back 3 per cent interest compounded semi-annually.

Of these, 190,000 sailors were authorizing the disbursing officer on their ship or station to credit to their account for Defense Bonds \$18.75 or more each month. This put them in the so-called "Bond-a-Month Club."

Another 130,000 Navymen were plunking down \$6.25 or more each month to entitle them to become thrifty members of the "Bond-a-Quarter Club."

So you can see where you stand in relation to these savings-conscious sailors, here's a list showing how many were putting how much into bonds:

Out of every 1000 men in the

Bond-a-Month group —

- 33 set aside \$75 or more a month.

- 221 set aside \$37.50 or more a month.

- 746 set aside \$18.75 or more a month.

Out of every 1000 men in the Bond-a-Quarter group —

- 2 set aside \$50 or more a month.

- 106 set aside \$25 or more a month.

- 256 set aside \$12.50 or more a month.

- 636 set aside \$6.25 or more a month.

During the 1951-52 fiscal year Navymen and Marines saved \$76,984,462.50 in United States Defense Bonds through pay allotment's. That's nearly 25 million and 45.7 per cent more than they saved during the preceding year. At the end of June this year 70,530 more members of the Navy and 23,187 more Marines had bond allotments in effect than a year ago.

the present emergency to obtain loans under the G.I. Bill.

Pay for Jobless

The new G.I. Bill's unemployment compensation program, is administered through the state unemployment compensation programs by the U.S. Department of Labor rather than by the VA. It provides unemployed veterans (who served 90 days or more on active duty during the period of the Korean conflict) payments of \$26 a week, up to a total of 26 weeks.

The unemployment program goes into effect 16 October 1952. It has been tied in with the new law's mustering-out program in the following way:

- A veteran entitled to \$100 mustering-out pay can't get unemployment compensation until 30 days after his separation from service or until 16 October 1952, whichever is later.

Job-Finding Help

The new G.I. Bill extends job-finding assistance to veterans with service after the start of Korean hostilities on the same basis as veterans of World War II. The help includes

job counseling and employment placement services provided by the State Employment Service in conjunction with the U.S. Employment Service.

Deadlines

The new G.I. Bill contains important deadlines that eligible veterans should keep in mind. Education and training must be started by 20 August 1954 or two years after release from active duty, whichever comes later. No training may be given beyond either seven years after discharge or seven years after the end of the current emergency, whichever is later.

The deadline for loans for veterans under the new G.I. Bill is 10 years after the present emergency comes to an end. The deadline for World War II veterans who have not gone back on active duty is 25 July 1957.

Finally, the deadline for unemployment compensation under the new law will be five years after the end of the emergency period.

The date on which the present emergency comes to an end is one that has to be determined either by Presidential proclamation or by concurrent resolution of Congress.

Court of Military Appeals In Second Year of Operation, Interprets Code of Justice

Now in its second year of operation, the U.S. Court of Military Appeals is docketing new cases at the rate of more than 100 a month. This court, an armed forces' counterpart of the U.S. Supreme Court, came into being under the provisions of the Uniform Code of Military Justice. Its purpose is to interpret the code and set the standards of military justice.

The Court consists of three judges appointed from civilian life by the President for a term of 15 years. Initially one was appointed for a five-year term, a second for a 10-year term and a third for a 15-year term. The varying terms were established to provide for future rotation. Judges, however, may be reappointed at the expiration of their terms.

During the first year of jurisdiction under the Uniform Code, which went into effect 31 May 1952, the Court docketed 814 cases and completed 559.

The Court hears all cases which have been reviewed by a board of review and which the Judge Advocate General (of each branch of the service) sends to it for a hearing. It also hears those cases for which the accused has successfully petitioned and for which good cause or reason for review has been shown.

All cases of a serious nature, especially those involving punitive discharge, may go before the Court. Also, all cases involving the sentence of death are automatically reviewed by the Court. During the first year five such cases were docketed.



"I don't care if he is striking for Fire Control-man, he can't wear that hat."

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Personnel interested in specific directives should consult Alnavs, Navacts, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 27—Cancels Alnav 41-51 and sets up prices of fuel and lubricating oil between U. S. Navy and the U. S. Air Force.

No. 28—Announces the convening of Staff Corps selection boards to recommend officers on active duty for temporary promotion to the grade of rear admiral in the Supply Corps, Medical Corps, Chaplain Corps and Dental Corps.

No. 29—Supplements Alnav 25-52 and states that the Department of Defense Appropriation Act has become law.

No. 30—Limits the net weight of household goods which may be shipped at government expense upon permanent change of station to 9000 pounds.

No. 31—Suspends the issue of certain medical materials.

No. 32—Outlines the benefits available to Navymen separated from the service after 27 June 1950 under the Veterans' Readjustment Assistance Act of 1952 (Korean G. I. Bill of Rights).

No. 33—Prescribes the mustering out pay which will be paid to eligible Korean veterans upon separation from the service.

No. 34—Announces the convening of a line selection board to recommend line commanders on active duty with more than five years' service in grade (on 30 June 1953) for promotion to the rank of captain.

QUIZ ANSWERS

Quiz Aweigh is on page 45

1. (c) advanced underseas weapons men.
2. (b) antiaircraft machine gunners.
3. (a) assault boat coxswains.
4. (b) explosive disposal ordnancemen.
5. (c) fire control radar operators.
6. (b) fire fighter assistants.

No. 35—Announces President's approval of the report of a line selection board which recommended 30 captains for temporary promotion to the grade of rear admiral.

No. 36—Relates to claims filed under the Personnel Claims Act of 1945.

No. 37—Gives instructions to disbursing officers regarding "Queen" allotments.

No. 38—Announces results of a selection board which recommended five Marine Corps officers for temporary promotion to the grade of major general.

No. 39—Cancels a section of BuSandA Manual which relates to ship's stores afloat.

No. 40—Announces President's approval of the report of a selection board which recommended the temporary promotion of two Supply Corps officers to the grade of rear admiral.

BuPers Instructions

No. 1210.1—Clarifies existing instructions relating to eligibility for command at sea and succession to command of Limited Duty Officers of the line.

No. 1620.1—Contains procedures for the processing of paternity claims against members or former members of the naval service by non-nationals.

No. 1741.1—Informs naval personnel that travel in naval or military aircraft may have a serious effect upon death and disability benefits payable under commercial life or accident policies.

No. 1741.2—Concerns application for, or reinstatement of, government life insurance policies upon separation.

No. 5215.1—Establishes the new Navy Directives System.

No. 5219.1—Describes procedures to be used in obtaining microfilm facilities and services.

No. 5510.1—(Classified).

BuPers Notices

No. 1426—Publishes a lineal list of the LDO candidates recommended for appointment to permanent ensign, USN, by the 1952 LDO selection board.

No. 1650—Announces the awarding of six Navy Unit Commendations.

No. 1910—Gives procedures to be followed for discharge of enlisted women for reasons of marriage.

HERE'S YOUR NAVY

No self-respecting Navyman would call a ship a boat, yet there are many who will call a plane a ship. Aside from being sloppy terminology, referring to a plane as a ship can cause misunderstandings in actual operations. For



example, during World War II, voice radio messages which concern sea-air operations brought about mixup when careless talkers referred to both planes and ships as ships.

★ ★ ★

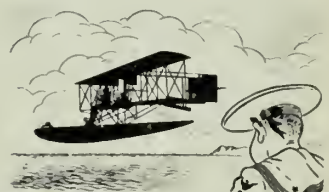
Of course, there are aircraft terms that embody ship or boat. Airship is a well-known example. The term airship is properly used for lighter-than-air craft like the big new ones, the



ZP4K and the ZP2N. Blimp also describes these propeller-driven LTA craft. Of the two terms, airship is official, but blimp is considered perfectly good usage.

★ ★ ★

In the early days of aviation the term flying boat was used for the larger-type seaplanes that floated on their hulls when waterborne. Such aircraft today are referred to as seaplanes, along with the smaller aircraft supported by pontoons beneath their fuse-



lage. The smaller pontoon-equipped planes are also called float planes, but this term is more typical of foreign navies. Naval aviation authorities say that the use of ship for plane is O.K. in one instance only—when referring to large commercial passenger planes.

Summary of Final Legislative Action

Here is a round-up of the final legislative action taken by the second session of the 82nd Congress which has now adjourned.

This summary includes all laws passed which have not been covered in previous issues of the magazine. No new bills considered of interest to naval personnel were introduced in the period covered.

Certain provisions of the Defense Appropriations Act of 1952 are carried below.

One provision is not, however. That is the provision for combat pay which was covered in the August issue.

Retirement of Officers — Public Law 488 (evolving from H.R. 7391); Included in this appropriation act for the Department of Defense for Fiscal 1953 is a provision that no retired pay may be paid from the appropriation to any commissioned officer of the Regular Army, Navy, Marine Corps or Air Force who voluntarily retires, unless he retires because of (1) disability, (2) age, or (3) his application for retirement is approved in writing by the Secretary of Defense who shall state that such retirement is in the best interests of the service, or that it is required to avoid a case of individual hardship. This provision is an extension of the retirement ban in effect during the past year.

Fixed Ratio of Officers — Public Law 488: Sec. 634; places a ceiling on the percentages of each grade of officer the Navy and other armed services can have on active duty during Fiscal 1953.

Reserve Components of the Armed Forces — Public Law 476 (evolving from H.R. 5426, S. 2387); places all Reserve components on an equal basis in so far as practicable. Provisions call for establishment of a Ready Reserve, Stand-by Reserve and Retired Reserve in each service.

Transportation of Dependents' Household Goods — Public Law 524 (evolving from H.R. 5065); provides that officers of the Regular Navy and Marine Corps, appointed during the period 8 May 1945 to 31 March 1951 inclusive, after previous service as Naval Reserve or Marine Corps Reserve officers, shall be entitled to receive reimbursement for transportation of

their dependents and household effects from their home of record to their first-assigned duty station.

Korean Veterans' G. I. Bill — Public Law 550 (evolving from H.R. 7656); provides vocational readjustment and restores lost educational opportunities to persons who served in the armed forces on or after 27 June 1951, and prior to a date to be fixed by the President or Congress, and provides for home, farm and business loans, old-age survivors benefits, mustering out pay and employment assistance.

Immigration and Naturalization — Public Law 414 (evolving from H.R. 5678); revises the laws relating to immigration, naturalization and nationality quotas to be admitted to the U. S. Among other things it provides the basis for naturalization of aliens who have served honorably in the armed forces or who so served during World War II. The act establishes a procedure whereby Navymen who marry women of other nations may apply to the Attorney General for admittance of their wives and dependents as non-quota immigrants.

Navy Conducts Naples School for Children of Servicemen

The U.S. Navy school at Naples for children of American military personnel attached to the Headquarters of Allied Forces, Southern Europe, and to the two U.S. Navy commands in the area, has completed its first year of operation.

The school offers classes from the first through the eighth grade with special correspondence courses for high school students under a system sponsored by the University of Nebraska.

Classes were late in getting under way for the school's first session last fall because it was necessary to find and hire qualified teachers, have textbooks and additional supplies flown in from Germany and find a suitable building for the school. But now that these major problems of setting up the school have been ironed out, the Navy promises that the school bell will ring at the same time in Naples as it does in the U.S. when its time for classes this fall.

Under the control of the U.S. Navy Headquarters Support Activities, the

This Flyer Circled Globe In a Matter of Few Minutes

One of the few aviators to fly around the world in a matter of minutes is Lieutenant (junior grade) C. E. Thompson, usn, who performed the feat at high latitude navigation school in Alaska.

As part of his training, Thompson made several flights circling the globe around the north pole, where conventional navigation methods are almost useless but where aircraft may circle the globe in almost less time than it takes to tell about it.

From approximately 70 degrees north latitude to the Pole, conven-



tional navigation methods have little effect because of the rate at which aircraft cross meridians and the great error in magnetic compasses. The correction to the magnetic compass must be carefully applied for variation from Magnetic North to True North may change from 60 to 100 degrees in a few minutes.

Lieutenant (junior grade) Thompson had to take constant astro-compass heading checks, celestial fixes and lines of position to guide himself across the trackless wastes.

school managed to overcome its immediate difficulties and opened its doors to 90 pupils early last November. Despite the arrival of an additional 100 children, the year was completed successfully.

Plans are already under way for improvement and expansion of facilities. With a year to profit by, the Navy has an idea of what to expect this month when kids return for classes.

DECORATIONS & CITATIONS



NAVY CROSS

★ KEE, Vance E., HM3, USN: While serving as a corpsman with the First Marine Division on 19 June 1951, Kee boldly advanced through a minefield in the face of intense hostile fire to administer first aid to a wounded Marine. En route, he summoned a stretcher party to evacuate the casualty. Hearing the ignition of a detonator when one of the litter bearers tripped an enemy mine a yard away, he threw himself across the body of the wounded man. Although blown several feet and severely dazed by the explosion, he regained his feet to hurry to the aid of a second casualty. After skillfully treating the stricken men, Kee probed the ground with his foot until he discovered a safe passage through the minefield and then led two stretcher parties into the area to evacuate the wounded.



LEGION OF MERIT

★ ALLAN, Halle C., Jr., CAPT, USN, serving as Commander Destroyer Squadron Nine, 25 June to 20 Oct 1950.

★ ARNOLD, Joe H., CDR, USN, serving as CO of Patrol Squadron 47, 25 June to 28 Dec 1950.

★ BUTTS, Whitmore S., CAPT, USN, Chief of Staff and aide to Commander Task Force 77, 25 Dec 1950 to 10 Aug 1951.

★ CARTER, Albert S., CAPT, USN, CO of USS *Mount Katmai* (AE 16), 18 Aug 1950 to 28 Feb 1951.

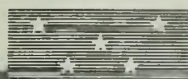
★ FOSTER, Charles Wm., LCDR, USNR, serving on the staff of Commander Task Force 90, 10 to 24 Dec 1950.

★ JENSEN, Leo Roy, CDR, USN, serving in USS *Philippine Sea* (CV 47), 12 Aug 1950 to 25 May 1951.

★ JONES, Robert F., CAPT (then commander), USN, serving on the staff of Commander Task Force 77, 13 to 30 Sept 1950.

★ KENNY, William T., CAPT, USN, CO of USS *Juneau* (CLAA 119), 19 July 1950 to 18 Apr 1951.

★ LYON, James O., LT (then lieutenant (jg)), USN, attached to Underwater Demolition Team One, 15 to 26 Oct 1950;



MEDAL OF HONOR

Richard D. DeWert, a 19-year-old Navy corpsman killed northeast of Chunchon, Korea, while giving assistance under fire to wounded Marines, is the second Navy man to receive the Medal of Honor for heroism in the Korean war.

On 5 Apr 1951, young DeWert, serving with "D" Company, 2nd Battalion, 7th Regiment, First Marine Division, exposed himself repeatedly to rifle fire while aiding four wounded Marines. Although twice wounded, he refused medical aid.

The citation states in part that "When a fire team from the point platoon of his company was pinned down by . . . hostile automatic weapons fire and suffered many casualties, DeWert rushed to the assistance of one of the more seriously wounded men. Despite a painful leg wound sustained while dragging the stricken Marine to safety, DeWert steadfastly refused medical treatment for himself and immediately dashed back . . . to carry a second wounded man out of the line of fire.

"Undaunted by . . . enemy fire, he bravely moved forward a third time and received another serious wound in the shoulder after discovering that a wounded Marine had already died.



RICHARD D. DE WERT

Still persistent in his refusal to submit to first aid, he resolutely answered the call of a fourth stricken comrade and, while rendering medical assistance, was himself mortally wounded . . ."

The first Navy man to receive the Medal of Honor for Korean fighting was aviator LTJG Thomas Hudner, USN. (See ALL HANDS, July 1951, p.

attached to Task Element 95.69, 2 November to 1 Dec 1950.

★ MARTIN, Gerald A., LT, MC, USN (Posthumously), attached to the Armed Forces Epidemiological Board at Koje Do, Korea, and medical officer of Fleet Epidemiological Disease Control Unit One, 27 March to 27 Sept 1951.

★ MILLER, William, CAPT, USN, CO of USS *Bataan* (CVL 29), April to June 1951.

★ REINERTSEN, Bernhard R., CAPT, MC, USNR, attached to the First Marine Air Wing, 15 Sept 1950 to 1 Mar 1951.

★ RODEE, Walter F., CAPT, USN, Chief of Staff and aide to Commander Carrier Division Three, 29 June to 19 Nov 1950.

★ RYND, Robert W., CDR, USN, Commander Carrier Air Group Two, 7 January to 22 Mar 1951.

★ SEYMOUR, Harry A., CDR, USN, serving in USS *Missouri* (BB 63), 16 Sept

1950 to 28 Mar 1951.

★ SLATTERY, Thomas G., LT, USN, Boat Group Commander, May to October 1950.

★ STELTER, Frederick C., Jr., CAPT, USN, Chief of Staff and operations officer on the staff of Commander Japan-Korea Support Group, and later Korean Two Blockade Group, 26 July to 23 Oct 1950.

★ STOUT, Richard F., RADM (then captain), USN, CO of USS *Toledo* (CA 133), 26 July to 23 Oct 1950.

★ WINANT, Frank I., Jr., CAPT, USN, CO of USS *Passumpsic* (AO 107) and commander of a Mobile Logistic Service Group, 8 Aug 1950 to 28 Feb 1951.

Gold star in lieu of second award:

★ GALLERY, William O., CAPT, USN, CO of USS *Princeton* (CV 37), 28 Aug 1950 to 20 July 1951.

★ DECORATIONS

★ LARSON, Harold O., CAPT, USN, CO of USS *Helena* (CA 75), 26 July to 23 Oct 1950.

★ SMITH, Russell S., CAPT, USN, Commander Task Group 77.2, 16 April to 14 June 1951.

Gold star in lieu of fifth award:

★ LIBBY, Ruthven E., RADM, USN, Commander Cruiser Division Three and Commander Support Ships, Task Force 77, 18 April to 24 Nov 1951.



DISTINGUISHED FLYING CROSS

★ AMARAL, Robert M., AD2, USN, attached to Patrol Squadron 47, 2 July to 15 Nov 1950.

★ ARMSTRONG, Robert P., LTJG (then ensign), USN, serving in Fighter Squadron 113 from 6 August to 17 Oct 1950.

★ BANE, George A., LT, USN, serving in Attack Squadron 55, 19 August to 18 Nov 1950.

★ BARKER, Lynn M., ENS, USNR, serving in Fighter Squadron 114 from 6 August to 17 Oct 1950.

★ BEATTY, Quanor C., AOAN, USN, serving in Patrol Squadron 47, 2 July to 15 Nov 1950.

★ BEATY, Paul B., ADC, USN, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.

★ BERNARD, Eugene A., ENS, USN, serving in Fighter Squadron 114 from 5 August to 17 Oct 1950.

★ BIRK, William H., LTJG (then ensign), USNR, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.

★ BOYD, Randall T., Jr., CDR (then lieutenant commander), USN, Patrol Plane Commander on 12 Oct 1950.

★ BRYANT, William A., Jr., LT, USN, serving in Fighter Squadron 54 from 3 July to 27 Sept 1950.

★ BUMSTEAD, James G., LTJG, USN, serving in Fighter Squadron 114 from 5 August to 17 Oct 1950.

★ BURROWS, Kenneth A., LTJG (then ensign), USN, serving in Fighter Squadron 113, from 5 August to 19 Oct 1950.

★ CASEY, Martin M., Jr., LT, USN, serving in Fighter Squadron 114 from 5 August to 17 Oct 1950.

★ CHENEY, David, ENS, USNR, serving in Patrol Squadron 47, 2 July to 15 Nov 1950.

★ CLAUZEL, Jean S., LTJG (then ensign), USN, serving in Fighter Squadron 114 from 5 August to 19 Oct 1950.

★ CRAWFORD, Raymond A., AL1, USN, serving in Attack Squadron 55, 3 July to 9 Nov 1950.

★ CRONIN, Glenn, Jr., AD2, USN, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.

★ CURRY, Nathan E., LT (then lieutenant (jg)), USN, serving in Fighter Squadron 53 from 6 August to 9 Nov 1950.

★ DALZELL, Samuel, Jr., LCDR (then lieutenant), USN, serving in Fighter Squadron 114 from 5 August to 17 Oct 1950.

★ FENDORF, James E., ENS, USN, serving in Patrol Squadron 47 from 2 July to 15 Nov 1950.

★ FORREST, Arthur B., Jr., LTJG (then ensign), USN, serving in Fighter Squadron 113 from 5 August to 10 Nov 1950.

★ HALE, Eugene B., LTJG, USNR, serving in Fighter Squadron 54 from 3 July to 1 Oct 1950.

★ HAMRE, Roger A., LTJG (then ensign), USNR, serving in Fighter Squadron 114 from 5 August to 17 Oct 1950.

★ HARSH, Forrest G. D., LTJG, USN, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.

★ HIGGINS, Elmer, AL1, USN, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.

★ HOSIER, Ray S., Jr., LT (then lieutenant (jg)), USN, serving in Carrier Air Group 11 from 5 August to 30 Sept 1950.

★ HOCHINS, Lee S., LTJG (then ensign), USN, serving in Patrol Squadron 47, 2 July to 15 Nov 1950.

★ IRISH, Edelbert E., LTJG, USN, serving in Fighter Squadron 114 from 5 August to 17 Oct 1950.

★ IRVIN, Robert E., AL1, USN, serving in Patrol Squadron 47, 2 July to 15 Nov 1950.

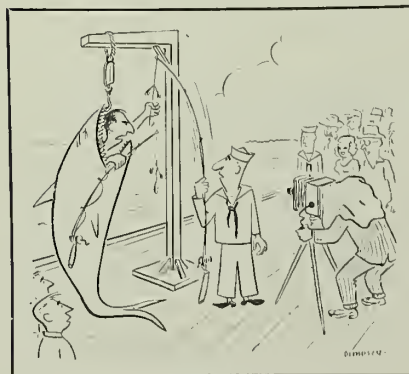
★ JACOBUCCI, Silvery A., Jr., HML, USNR, attached to First Marine Air Wing, 5 to 6 Dec 1950.

★ JESS, Louis H., AOC, USN, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.

★ JOHNSON, George W., LT, USNR (Posthumously), serving in Attack Squadron 728 on 28 Oct 1951.

★ Klapka, Edward J., LTJG (then ensign), USNR, serving in Fighter Squadron 113 from 5 August to 10 Nov 1950.

★ KONZEN, Joseph J., LT (then lieutenant (jg)), USN, serving in Fighter Squadron 114 from 5 August to 15 Oct 1950.



★ MADER, Charles A., ALC, USN, serving in Attack Squadron 55, 3 July to 11 Nov 1950.

★ MARLIN, Hubert A., ENS, USN, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.

★ MARWOOD, William W., ENS, USNR (Posthumously), serving in Fighter Squadron 713 on 2 Dec 1951.

★ MATTHES, Harold K., LT, (then lieutenant (jg)), USN, serving in Fighter Squadron 113 from 5 August to 19 Oct 1950.

★ MCKNIGHT, Jesse E., Jr., ENS, USN, serving in Fighter Squadron 113 from 5 August to 19 Oct 1950.

★ MILLS, Robert F., ADC, USN, serving in Patrol Squadron 47, 2 July to 15 Nov 1950.

★ NULTON, Frank I., ENS, USN, serving in Air Transport Squadron 21 Detachment from 4 Oct 1950 to 25 Jan 1951.

★ OLSON, Lyle R., LTJG (then ensign), USN, serving in Fighter Squadron 113 from 6 August to 19 Oct 1950.

★ PARNELL, Bill, ALC, USN, serving in Attack Squadron 55, 3 July to 9 Nov 1950.

★ PARSE, Joseph B., Jr., LTJG (then ensign), USNR, serving in Fighter Squadron 54, 6 August to 18 Oct 1950.

★ PATTERSON, Donald G., LT, USN, serving in Fighter Squadron 113 from 6 August to 9 Nov 1950.

★ PUGH, Benjamin T., LCDR, USN, serving in Fighter Squadron 194 on 14 Dec 1951.

★ QUIEL, Norwald R., LT (then lieutenant (jg)), USN, serving in Fighter Squadron 113 from 5 August to 19 Oct 1950.

★ REDMON, William L., LTJG (then ensign), USN, serving in Fighter Squadron 114 from 5 August to 17 Oct 1950.

★ RODGERS, Joe N., HMC, USNR, attached to the First Marine Air Wing from 4 to 6 Dec 1950.

★ SAPP, Warren G., AD1, USN, serving in Patrol Squadron 47, 2 July to 15 Nov 1950.

★ SHEARER, Clarence R., AL1, USN, serving in Attack Squadron 55 from 3 July to 9 Nov 1950.

★ SHULER, Donald E., HM1, USN, attached to the First Marine Air Wing from 5 to 6 Dec 1950.

★ SMITH, Leroy P., LCDR, USN, serving in Fighter Squadron 114 from 5 August to 19 Oct 1950.

★ STOKESBERRY, William A., AMC, USN, serving in Patrol Squadron 47, 2 July to 15 Nov 1950.

★ SUMMITT, Clyde W., ENS, USNR, serving in Fighter Squadron 114 from 6 August to 12 Nov 1950.

★ SYLVESTER, Robert A., AL1, USN, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.

★ THOMPSON, John A., Jr., ENS, USN, serving in Fighter Squadron 114 from 6 August to 17 Oct 1950.

★ THORIN, Duane W., AMC, USN (missing in action), pilot of a helicopter attached to USS *Manchester* (CL 83) from 8 to 13 Jan 1951.

★ WALKER, Harold T., LTJG, USNR (missing in action), serving in Fighter Squadron 884 from 30 March to 7 Apr 1951.

★ YLITALO, Elmer W., LT (then lieutenant (jg)), USN, serving in Fighter Squadron 114 from 6 August to 17 Oct 1950.

Gold star in lieu of second award:

★ BENDEL, Roland M., LTJG, USN, serving in Fighter Squadron 114 from 5 August to 17 Oct 1950.

★ DARROW, Charles B., LT (then lieutenant (jg)), USN, attached to Fighter Squadron 53, 3 July to 16 Nov 1950.

★ THORIN, Duane W., AMC, USN (missing in action), pilot of a helicopter attached to USS *Toledo* (CA 133) on 9 and 10 Nov 1951.

★ STAINBACK, William D., ATC, USN, serving in Attack Squadron 55 from 3 July to 15 Nov 1950.

Gold star in lieu of third award:

★ COBB, Lewis M., LT, USN, serving in Patrol Squadron 42 from 20 August to 31 Dec 1950.

★ O'NEILL, John T. T., CDR, USN, serving in Fighter Squadron 113 from 5 August to 12 Oct 1950.



★ AKERS, Charles O., CDR, USN, CO of USS *Ozbourn* (DD 846) from 16 to 22 Feb 1951.

★ ANDERSON, John A., AOC, USN, serving in Fighter Squadron 113 from 5 Aug 1950 to 22 Mar 1951.

★ BEYER, Aaron F., Jr., CDR, USN, CO of USS *Brinkley Bass* (DD 887) from 16 to 30 May 1951 and from 13 to 27 June 1951.

★ BOATMAN, Harold B., LT, USN, attached to USS *Valley Forge* (CV 45) from 3 July to 18 Nov 1950.

★ BLOOM, Eugene J., LCDR, USN, serving in USS *Missouri* (BB 63) from 16 Sept 1950 to 28 Mar 1951.

★ BRIGHAM, Carroll W., CDR, USN, CO of USS *Wiltie* (DD 716) from 7 Sept 1950 to 11 Mar 1951.

★ BROWNLIE, Robert M., CDR, USN, CO of USS *Charles S. Sperry* (DD 697) from 13 Oct 1950 to 19 Apr 1951.

★ BURTON, Charles A., HM2, USNR, serving with a Marine Infantry Battalion from 28 November to 11 Dec 1950.

★ CARLSON, Edward B., CDR, USN, CO of USS *Wallace L. Lind* (DD 703) from 13 Oct 1950 to 19 Apr 1951.

★ CLARK, Leland E., RMC, USN, on the staff of Commander Task Force 77 from 25 Aug 1950 to 22 Mar 1951.



LCVPs were in task elements which won NUC for minesweeping operations. LCVPs also played big role unloading troops and supplies in Korea.

Minesweeping Operations Rate Navy Commendation

The Navy Unit Commendation for action in Korea has been awarded to five ships and two boat mine sweeping units as the result of successful minesweeping operations off Korea's East and West coasts.

Task Element 95.62 (Small Boat Mine Sweeping Element) received its NUC for "outstanding heroism and meritorious service" for the period 10 October to 24 Nov 1950.

Prior to the amphibious landings at enemy-occupied Wonsan, Hungnam and Songjin, Korea, Task Element 95.62 "assumed the great responsibility of preceding the larger mine sweepers into the inner harbor areas to drag-sweep beaches in preparation for amphibious landings and to clear other waters too restricted or shallow to permit the AMS vessels to operate..." the citation reads.

Five mine sweepers and Mine Sweeping Boat Unit, Task Element 95.69 (which included a group of LCVPs rigged for mine sweeping) each received the NUC for "extremely meritorious service" in conducting mine-sweeping operations at the Port of Chinnampo, Korea.

Attached to Task Element 95.69, the five sweepers were USS *Swallow* (AMS 36), USS *Pelican* (AMS 32), USS *Gull* (AMS 16), USS *Carmick* (DMS 33) and USS *Thompson* (DMS 38). They received the award for the period 2 to 23 Nov 1950. The LCVPs in the unit received the award for their actions during the period 29 October to 29 Nov 1950.

The mine sweepers and LCVPs "skillfully navigated treacherous wa-

ters in the dense fog and strong tidal currents found at the Port of Chinnampo on the East Coast of Korea."

Other Navy Unit Commendations awarded during the Korean conflict have gone to Underwater Demolition Team No. 1 and Task Element 90.62. UDT 1 got two of them — one for "night beach reconnaissance missions" carried on in August 1950, the other for "buoying mine lanes for subsequent destruction by aircraft and sweep vessels" during the period 2 November to 1 Dec 1950. Task Element 90.62 received its NUC for "outstanding action prior to and during the successful landings by United Nations forces at Inchon on 15 Sept 1950."



USS CARMICK (DMS 33) was one of five ships in TE 95.69 to earn the NUC for outstanding service.

BOOKS:

SPIES AND SPACE TRIPS SPICE SEPTEMBER LIST

LOTS OF GOOD BOOKS have been selected by the BuPers library staff for your fall reading. Here are reviews of a few now finding their way to ship and shore library shelves.

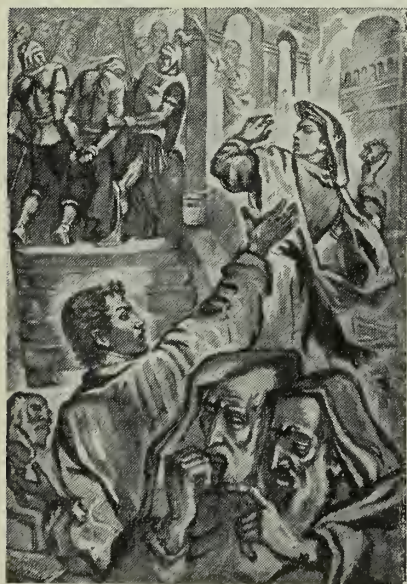
• *The Silver Chalice*, by Thomas B. Costain; Doubleday and Company.

This month's top fiction choice concerns the mystery of the holy grail. For years, researchers have tried to discover the fate of this legend-shrouded cup.

As Mr. Costain conceives it, Joseph of Arimathea obtained the cup and sought a way to preserve it for all time. He located a gifted silver worker, Basil, who was wrongly enslaved, frees him and commissions him to make a container for the cup.

In order to portray the figures of Christ's disciples on the chalice, Basil must travel far and wide to seek out each one—Paul, Peter, Mark and the others.

Complicating his mission are his strange marriage to Joseph's granddaughter, Debora, and his indebtedness to Helena, who had saved his life. There is the mad ride across the desert, a dramatic courtroom scene. Lots of adventure. You should like this Literary Guild selection, which many believe will be a best-seller.



DEBORRA picked up stone and threw it at Paul's captors. Basil heard shout—"Get that girl!" *The Silver Chalice*.

• *Midcentury Journey*, by William L. Shirer; Farrar, Straus and Young.

As the twentieth century neared the halfway mark, William L. Shirer, well-known reporter, novelist and commentator, revisited Europe. Comparable, in some respects, to his *Berlin Diary*, Mr. Shirer's latest volume describes his journeys from Vienna to Paris to Frankfurt to Berlin to London.

More important, perhaps, than the mere chronicle of his travels are his analyses of the events which brought the world to the state it is in today. Shirer tries to link past and present together. In the closing pages of his book, he talks about conditions in the United States.

Whether or not you agree with Mr. Shirer's views, you'll find his book well worth reading.

★ ★ ★

• *Campbell's Kingdom*, by Hammond Innes; Alfred A. Knopf.

Here's a crackerjack novel of suspense and high adventure, set in modern times.

Old Stuart Campbell believed there was oil on "Campbell's Kingdom." But he failed to strike oil during his lifetime and he died with many believing him a swindler.

Young Bruce Wetheral inherits his grandfather's holdings and when a lawyer tries to talk him into selling the property without bothering to inspect it, Bruce gets suspicious. He leaves London for the rugged Canadian Rockies.

Bruce finds the residents of Come Lucky, the ghost town just under the Kingdom, hostile. They hated Campbell because most had lost money in the oil ventures. But a few others had faith in the old man. And, better, still, some had faith in Bruce.

There is the struggle between Bruce, who tries to make an oil strike, and Peter Trevedian, leader of a group who wants to dam off the valley—flooding Campbell's Kingdom—for a hydro-electric project.

Bruce's frantic efforts to "bring it in"—and the efforts of the powerful men working against him—make for very interesting reading. You'll not want to put this book down 'til you've finished it.

• *Spy-Catcher*, by Oreste Pinto; Harper and Brothers.

This is a true account of Colonel Pinto's adventures as a counter-intelligence agent in World War II. Pinto had the job of screening thousands of refugees who poured into England after the fall of France. Later, he was chief of the Dutch Counter-Intelligence, attached to SHAEF.

In the first two chapters, Colonel Pinto deals with the qualifications and duties of a "spy-catcher." He mentions various techniques involved in the complicated interrogation procedures. The remainder of the book is devoted chiefly to Pinto's efforts at spy-catching.

There is the case of Hans, who was trapped into a full confession because Pinto knew the exact time it would take to walk from the Hotel Continental to the British Passport Office in Barcelona, Spain. Mynheer Dronkers, the Dutch postal clerk, was exposed after 13 days of monotonous questioning—and the painstaking discovery of a pin-prick on page 432 of Dronker's dictionary!

Pinto devotes quite a few pages to the story of "King Kong," the resistance "hero" whose tip-off on the airborne attack on Arnhem caused the death of 7000 allied troops.

Everyone likes to read a good mystery yarn now and then and here's your chance to read a collection of them which pretty well proves the old saying, "truth is stranger than fiction."

★ ★ ★

• *The Exploration of Space*, by Arthur C. Clarke; Harper and Brothers.

Here's a book by a scientist and member of England's Royal Astronomical Society which attempts to answer some of the layman's questions on "astronautics"—the so-called science of space travel.

Clarke shows how space travel may be accomplished. He talks about refueling of spaceships "outside the atmosphere," the building of a "space-station," an automatic rocket surveying Mars, and other interesting projects of the future which he believes to be not so far off.

Illustrations of these prospective events or projects are sprinkled liberally throughout the book.

If your tastes run toward science fiction or if you want a "scientific" basis on which to ground your space-travel chatter, this book is for you.

EXPEDITION TO THE DEAD SEA



DOWN THE RIVER JORDAN: 1847

In his own words, jotted down in a notebook on his knee over a century ago, Lieutenant William F. Lynch, USN, spins the exciting yarn of how he and small band of adventurers managed to make their way through boiling rapids down the Biblical River Jordan to the waters of the mysterious Dead Sea.

In May 1847, a young Navy lieutenant, William F. Lynch, received orders from the Secretary of the Navy, John Y. Mason, ordering him to make an "examination" of the Dead Sea and the River Jordan, in what is now the state of Israel. The U. S. Senate had passed a resolution calling on the Navy to explore this little-known area. Similar expeditions had been dispatched to explore the Bering Straits in the far North and the Valley of the Amazon in South America (ALL HANDS, July 1952).

Accordingly, that fall Lieutenant Lynch, two officers and ten seamen—"all native born Americans of sober habits"—went aboard the Navy stores ship *USS Supply*, a sailing vessel. With them went two metallic boats, one copper and one galvanized iron, with which the lieutenant and his hardy crew would navigate the length of the Jordan River and through the Dead Sea.

Other necessities for an arduous voyage were bundled aboard the aptly named *Supply*—a number of air-tight gum-elastic water bags for life preservers, a blunderbuss, 14 carbines, 10 bowie knives, 14 pistols, ammunition belts, a sword for each officer, tents, flags, sails, oars, preserved meats and a few cooking utensils.

In addition, Lieutenant Lynch had two special carriages built to transport his boats cross-country from the Mediterranean to the Sea of Galilee.

Thus outfitted, the expedition sailed from New York on November 26, crossed the Atlantic Ocean and cruised the length of the Mediterranean. After making several stops to pick up needed instruments, and embark an American geologist and an American doctor, the ship put in at St. Jean d'Arc, Palestine. Here the expedition would

take off into the wilderness, not to be seen until seven months later.

The following account of this unique adventure, abridged and freely arranged is taken from Lieutenant Lynch's own account of the expedition, *Narrative of the United States Expedition to the River Jordan and the Dead Sea*.

APRIL 1—With conflicting emotions, we saw the *Supply* under sail, stand out to sea. Shall any of us live to tread again her clean, familiar deck? What matters it! We are in the hands of God and fall early or fall late, we shall fall only with his consent. (Thus, Lieutenant Lynch and his little band of hardy explorers were on their own. From Acre inland to the Dead Sea, and back again, they would face the hazards of armed Arab highwaymen, of parching thirst, of sweeping, dry windstorms called *siroccas*, and of creeping disease—braving all this to bring back to the U. S. the first full report on a little-known region of the earth's surface.)

April 4—At 0900, we took up the line of march in back of the boats (which had to be transported overland). There were sixteen horses, eleven loaded camels and a mule. Our party numbered 16 in all, including a cook. The camels were loaded with baggage, tents, instruments, etc. The boats, mounted on their carriages with their flags flying, rattled and tumbled along. The mounted sailors in single file, the loaded camels and the Arabs with their tufted spears and followers, presented a glorious sight. It looked like a triumphal march.

At first it seemed impossible that the ponderous carriages could be drawn over the rugged road. The word

EXPEDITION TO THE DEAD SEA

"road" in Palestine means a mule track. Wheel carriages had never crossed most of them before. In their invasion of Syria, the French had to transport their guns and gun carriages, taking them apart, loading them on the backs of camels, moving them over the lofty ridges, and mounting them again upon the plain.

Our Arabs cajoled their steeds, and gave us specimens of their beautiful horsemanship—plunging about and twirling their long spears, suddenly couching them in full career, as they charged upon each other.

(From Acre, Lieutenant Lynch and his Dead Sea expedition wound its way over the hills and plains south-eastward to the Sea of Galilee, also known as the Sea of Tiberias. After several days' march, he spotted the famous sea; which lies 680 feet below sea level:)

I rode ahead and soon saw below far down the green sloping chasm, the Sea of Galilee, basking in the sunlight. Like a mirror it lay embosomed in its rounded and beautiful but treeless hills.

The roadside and the uncultivated slopes of the hills were full of flowers and abounded with singing birds. The lake far exceeded my highest expectations and I could scarce realize I was there. The lake of the New Testament!

The caravan wound its way carefully down the steep slopes to the water. The Arabs carefully eased down the carriages carrying the boats. The next morning the boats were put in the water.

April 9—Buoyantly floated the two "Fannies", bearing the Stars and Stripes, the noblest flag of freedom now waving in the world. (Lieutenant Lynch had named the boats *Fanny Mason* and *Fanny Skinner* in honor of two children he knew.) Since the time of Josephus and the Romans, no vessel of any size has sailed upon this sea

GOING DOWN the rapids the crew had to jump into stream to guide *Fanny Skinner* down perilous descent.



and for many, many years not a solitary keel has furrowed its surface.

We pulled up the lake a short ways. It must have been a singular sight from the shore—our beautiful boats, the crews in man-o-war rig, with their snow white awnings spread and their ensigns flying, the men keeping time with their oars as we rowed along the green shores of the silent Sea of Galilee.

(Although warned by an Arab boatman that very evening that perils lay ahead on the River Jordan and the Dead Sea, Lieutenant Lynch and his band gave no thought to turning back. Accordingly, after two more days here in which he bought a third boat, a wooden one, the expedition embarked on its mission in earnest.

The plan was that Lieutenant Lynch and Passed Midshipman Richmond Aulick would go down the Jordan by water while the others, including the other naval officer making the trip, Lieutenant J. B. Dale, a geologist, Henry Bedlow, and a physician, Dr. Henry Anderson, would take the camel caravan on a parallel path along the river bank. The caravan was to keep as close to the river as possible. In case of trouble of any sort, two shots fired into the air were to be the danger signal and call for help.)

April 10—Bright was the day and gay our spirits, verdant the hills, and unruffled the lake when, pushing off from the shelving beach, we bade *adieu* to the last outwork of border civilization and steered direct for the outlet of the Jordan. I was in the *Fanny Mason* and made it my duty to check the course, rapidity, colour and depth of the river and all tributaries—the nature of its banks and of the country through which it flowed. Mr. Aulick, who had charge of the *Fanny Skinner*, was assigned the topographical sketch of the river and its shores.

The *Fanny Mason* led the way, followed closely by the *Fanny Skinner* and the Arab boatmen of the *Uncle Sam* [the wooden boat] worked vigorously at the oars to keep their place in line. With awnings spread and colours flying, we passed comfortably and rapidly onward. When the current was strong, we only used the oars to keep in the channel and floated gently down the stream.

From the disheartening account we had received of the river, I had come to the conclusion that it might be necessary to sacrifice one of the boats to preserve the rest. Therefore I decided to take the lead in the *Fanny Mason* which was made of copper and could be more easily repaired.

Our course down the stream resulted in various speeds. At times we were going at the rate of only three to four knots. Next we would be swept away, dashing and whirling onward with the furious speed of a torrent. At such moments there was excitement for we knew not but that the next turn of the stream would plunge us down some fearful cataract or dash us on the sharp rocks which might lurk unseen beneath the surface.

When the sound of a rapid was distinct and near, the compass and the notebook were abandoned and motioning to *Fanny Skinner* to check her speed, our oars would begin to move like the antenna of some giant insect, to sweep us into the swiftest and deepest part of the current. When the stream caught us up, the boat crew would leap into the angry stream and, clinging to the sides of the boat, assist in guiding the graceful *Fanny* down the perilous descent. In this manner she would be whirled on, driving between rocks and shallows with a force that

made her bend and quiver in the running stream. In that fashion, she would shoot through the foam and turmoil of the basin below, where in the seething and effervescing water, she would spin and twirl and the men would leap [back] in.

At 2000, reached the head of the falls and whirlpool of Buk'ah. Finding it too dark to proceed, we hauled the boats to the right bank and clambered up the steep hill in search of the camp [the land party set up the campsite each night]. About one-third of the way up, we encountered a deep dyke cut in the flank of the hill, a dyke which had evidently been used for the purpose of irrigation. After following it for some distance, we succeeded in fording it and, going to the top of the hill, had to climb in the dark through briars and over stone walls, into the ruins of a village.

A short distance beyond, we met a Bedouin with a horse who had been sent to look for us. Learned from him that the camp was a half-mile below the whirlpool and abreast of the lower rapids. Sent word to Mr. Aulick to secure the boats and bring the men up as soon as they were relieved. I hastened on myself to procure the necessary guards, for our men were excessively fatigued after having been in the water without food since breakfast.

Our encampment [at this spot] was a romantic one. Above was the whirlpool. Abreast and winding below, glancing in the moonlight, was the silvery sheen of the river. High up on each side were the ruined villages whence the peaceful *fellahin* (native of Palestine) had been driven by the predatory robber. The whooping of the owl above, the song of the bulbul below, were drowned in the onward rush and deafening roar of the tumultuous waters.

We were now approaching the part of our route considered the most perilous. It therefore behooved us to be vigilant. Notwithstanding the fact that the land party had been on horseback all day, and the boats' crews for a longer period in the boats, the watches could not be dispensed with and one officer and two men, for two hours at a time, kept guard around the camp with the blunderbuss mounted for immediate use before them.

Every one [else] lay with his cartridge belt on and his firearms beside him. It was the dearest wish of my heart to carry through this enterprise without bloodshed or the loss of life, but we had to be prepared for the worst.

But neither the beauty of the night, the wild scene around us, the bold hills between which the river rushed and foamed, the moonlight upon the ruined villages, nor the tents pitched upon the shore with watch fires burning, nor the Arab bard singing sadly to the sound of his *rebekah* (a stringed instrument) could keep us long awake. With our hands upon our firelocks, we slept soundly, the crackle of the dry wood of the camp-fires and the low sound of the Arab's song mingling with our dreams.

(Lynch and his doughty crew continued on down the 60-mile length of the Jordan. The actual distance traversed, however, amounted to more like 200 miles due to the winding of the river. On April 13, he had to abandon the wooden boat Uncle Sam when she ripped herself open on a rock. Slight repairs also had to be made to Fanny Mason and Fanny Skinner. Now in the lower portion of the river, the stream became muddy and meandering. At times, the boats were becalmed and the crews had to take to the oars. Meanwhile, the camel caravan ashore



TEMPORARY RELIEF from the intolerable heat and wind was found in two pools that had not become stagnant.

was keeping pace with the boat party. Here the men in the boats watch as the land party fords a stream:)

The depth and impetuosity of the river caused us to look with some apprehension toward our cook, Mustafa, who, being mounted on an ill-favoured scrubby little donkey, laden to the ears with implements and raw materials of his art, was in danger, donkey and all, of being snatched from us, for the little brute looked at times as if he were swimming away rather than fording the stream. The tiny animal, as soon as it had achieved the passage, clambered, dripping, up the sloping bank and convulsively shook his eminently miscalculated ears, signaling his triumphant exploit by one prolonged, hysterical bray which startled the wilderness and seemed to be a happy imitation of a locomotive whistle and the sound of sawing boards, declining gradually to a sob.

[As for the other beasts of burden], the "ships of the desert" as the camel is poetically termed—this clumsy-jointed, splay-footed, wry-necked, vicious camel with its look of injured innocence, and harsh, complaining voice, is incomparably the most disagreeable.

Loud have been the praises of its submissive and self-sacrificing spirit, all gentleness and sagacity, its power of enduring hunger and thirst for an indefinite period, and its unwearied tramp day after day through the smiting sun and over the burning sands of the desert. But this animal is [actually] anything but patient or uncomplaining. As to the enormous weight it can carry, we have heard it growl in expostulation at a load which the common *Kadish* (Syrian pack horse) would be mortified to be seen with.

(After eight days on the river, Lieutenant Lynch arrived in the Dead Sea, one of the most unusual of inland bodies of water. It is almost 1300 ft. below sea level.

April 18—At 1525, passed the extreme western point where the river is 180 yards wide and three feet deep and entered upon the Dead Sea. The water [here] is a nauseous compound of bitters and salts.

A fresh north-northwest wind was blowing as we rounded the point. We endeavored to steer a little to the north of west, to make a true west course, and threw the patent log overboard to measure the distance. But the wind rose so rapidly that the boats could not keep head to wind and we were obliged to haul the log in. The sea continued to rise with the increasing wind, which gradually freshened into a gale and presented an agitated surface of foaming brine. The spray, evaporating as it fell,

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left incrustations of salt upon our clothes, hands and faces and conveyed a prickly sensation wherever it touched the skin. It was exceedingly painful to the eyes. The boats, heavily laden, struggled sluggishly at first. But when the wind freshened in its fierceness, it seemed as if their bows were encountering the sledge-hammers of the Titans instead of [merely] the opposing waves of an angry sea.

By 1655, the wind blew so fiercely that the boats could make no headway, not even the *Fanny Skinner* which was nearer to the weather shore. We drifted rapidly to leeward. Threw over some of the fresh water to lighten the *Fanny Mason* which was labouring very much. I began to fear that both boats would founder.

At 1740, we found that we were losing every moment and that the danger was increasing. Our arms and our clothes were coated with a greasy salt. Our eyes, lips and nostrils smarted excessively. There is a tradition among the Arabs that no one can venture upon this sea and live. [And we remember] the fate of the Englishmen Costigan and Molyneux [both died as the result of an expedition to the Dead Sea].

Although the sea had [now] assumed a threatening aspect, and the fretted mountains, sharp and incinerated, loomed terrific on either side, and salt and ashes mingling with its sands, the fetid sulphurous springs trickling down its ravines, we did not despair. Awestruck but not terrified, fearing the worst yet hoping for the best, we prepared to spend a dreary night upon the dreariest waste we had ever seen.

At 1758, the wind abated instantaneously. The sea fell rapidly. The water settled down and the rain cloud that had enveloped the sterile mountain of the Arabian shore, lifted up and left their rugged outlines basking in the light of the setting sun. [Within 20 minutes] we were pulling away at a rapid rate over a placid sheet of water that scarcely rippled!

(The next 22 days were spent probing the waters and shore of the Dead Sea—taking soundings, measuring the temperature of the water and taking samples to analyze,

THE ENCAMPMENT was set beside the winding and shimmering Jordan. On each side were ruins of villages.



making meteorological observations and venturing ashore to sketch geological formations. The caravan soon arrived and pitched a base camp at the northern tip of the Sea.)

April 22—Sounding the sea, taking topographical sketches of its shore, and making astronomical and barometrical observations gave full occupation to everyone. This base camp was to be our depot. Here we were to leave our tents and everything we could dispense with. It would be our home while upon this sea. I named it "Camp Washington".

April 25—Started for a reconnaissance of the southern part of the sea. The weather was fair but exceedingly hot. Thermometer 89 degrees.

We this day paid particular attention to the geological construction of the western shore with a special regard to the disposition of the ancient terraces and abutments of limestone. There may be rich ores in these barren rocks. Nature is ever provident in her liberality. When she denies fertility to the surface, [she] often repays man with her embowelled treasures.

There is no great variety of scenery today, the same bold, savage cliffs, the same peninsulas or deltas at the mouths of the ravines—some of them sprinkled here and there with vegetation—all evincing the recent immediate presence of water. This part of the coast is claimed by no particular tribe but is roamed by bands of marauders.

(The next day, Lynch penetrated the southern reaches of the Dead Sea where few persons had ever been. Costigan and Molyneux had been unable to make it. The water here became very shallow and marshy. It was also hot—measuring 88 degrees. Then they saw it—the weird geological formation called Usdum, and its famous Pillar of Salt that is mentioned in the Bible)—

Soon to our astonishment we saw on the eastern side of Usdum, one third of the distance from its north extreme, a lofty-round pillar, standing apparently detached from the general mass at the head of a deep, narrow, abrupt chasm. We immediately pulled for the shore and went up to examine it. The beach [here] was a soft, slimy mud encrusted with salt.

We found the pillar to be of solid salt, capped with carbonate of lime, cylindrical in front and pyramidal behind. The upper or rounded part is about 40 feet high, resting on a kind of oval pedestal. It decreases slightly in size upwards, crumbles at the top and is one entire mass of crystallization. Its peculiar shape is doubtless attributable to the action of the winter rains.

Some of the Arabs, when they came up, brought a species of melon they had gathered near the north spit of Usdum. It was oblong, ribbed, of a dark green colour, much resembling a canteloupe. When cut, the meat and seeds bore the same resemblance to that fruit but were excessively bitter to the taste. A mouthful of quinine could not have been more distasteful.

(Shortly after exploring the amazing Pillar of Salt, the Americans experience their first sirocco, a tropical wind-storm of searing hot winds that all but took their breath away.)

April 27—Clouds in the east seemed to be threatening a gust. The light wind had subsided and it was oppressively hot, 97 degrees. A thin purple haze [spread] over the mountains, increasing every moment, presenting a most singular and awful appearance. The haze was so thin it was transparent, rather bluish than a distinct colour. I

apprehended a thunder-gust or an earthquake and took in the sail on the boat. At 1550, a hot, blistering hurricane struck us and for some moments we feared being driven out to sea. The thermometer rose immediately to 102. The men, closing their eyes to shield them from the fiery blast, were obliged to pull with all their might to stem the rising waves. At 1630, physically exhausted, we gained the shore. My own eyelids were blistered by the hot wind, being unable to protect them from the necessity of steering the boat.

We landed on the south side of the peninsula—a most desolate spot. Some went up [a nearby] ravine to escape the stifling wind. Others, driven back by the glare, returned to the boats and crouched under the awnings. One [put on] spectacles to protect his eyes but the metal became so heated he was obliged to remove them. Our arms and the buttons on our coats became almost burning to the touch and the inner folds of our garments were cooler than those exposed to the immediate contact with the wind.

At 1700, finding the heat intolerable, we walked up the dry torrent bed in search of water. Found two successive pools rather than a stream. The water, not yet stagnant, flowed from the upper to lower pool.

Washed and bathed in one of the pools but the relief was only momentary. In one instant after leaving the water, the moisture on the surface evaporated and left the skin dry, parched and stiff. Except for the minnows in the pool, there was not a living thing stirring. The hot wind moaned through the branches of the withered palm tree.

Coming out of the ravine, the sight was a singular one. The wind had increased to a tempest. The two extremities and the western shore of the sea were curtained by a mist, on this side a purple hue, on the other a yellow tinge. The red and rayless sun, in the bronzed clouds, had the appearance it presents when looked upon through smoked glasses.

The heat increased rather than lessened when the sun went down. At 2000, it was 106. We threw ourselves upon the parched, cracked earth, among dry stalks and canes which would have seemed unsupportable before.

In the early part of the night, there was scarcely a moment that some one was not at one of the water breakers. But our parching thirst could not be allayed. Though there was no perceptible perspiration, the fluid was carried off as it was received into the system. At 2100, the breakers were exhausted and our last waking thought was of water. Those who have never felt thirst, never suffered in a *simoom* in the wilderness, or been far at sea (with no water to drink) have no idea of our sensations.

April 28—(The *sirocco* had abated somewhat). In the evening we walked up the ravine to bathe. We heard the sound of a running stream and, advancing through tamarisk, oleander and cane we came upon a basin, hidden deep in the shadow of the purple rocks and the soft green gloom of luxuriant vegetation.

Having bathed, we returned much refreshed to the camp. Lemonade and coffee had been brought and, sheltered from the sun, with the wind [at last] blowing again through the tent, we revelled in enjoyment. This place, which [a few short hours ago] seemed so dreary, had now become a paradise by contrast. The breeze was a welcome guest after the torrid atmosphere of noon and we even let it tear up some of the tent stakes and knock the whole apparatus about our ears!



PILLAR OF SALT—The Bible says that Lot's wife was transformed to salt for looking back at city of Sodom.

(After several more days' investigation of the sea, Lynch and his men prepared to start the overland journey back to the coast. Their expedition was not yet completed—they had still to explore up-country to the source of the River Jordan in northern Palestine. But already they had unearthed many interesting facts about both the Jordan and Dead Sea. They had reached the conclusion, for example, that the whole Valley of Ghor, through which the Jordan runs, had sunk after some extraordinary convulsion. Noting down all their observations, the explorers returned to the base camp.)

Found letters awaiting us from Beirut, forwarded express from Jerusalem. Our consul at Beirut told us of the death of John Quincy Adams, ex-President of the U. S. These were the first tidings we had received from the outer world and their burthen was a sad one. But on that sea the thought of death harmonized with the atmosphere and the scenery, and when echo spoke of it, where all else was desolation and decay, it was hard to divest ourselves of the idea that there was nothing but death in the world—and we were the only living.

MUSTAFA the cook, one of big morale builders of expedition, contemplates dangers and progress of journey.

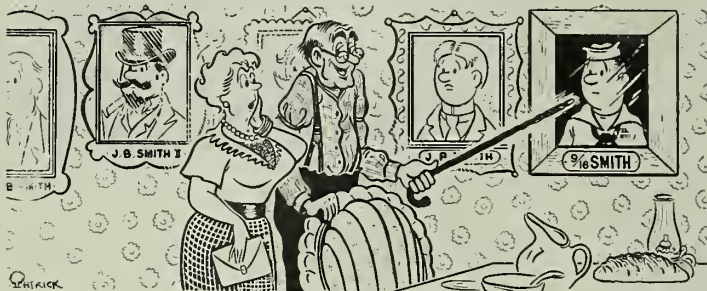


TAFFRAIL TALK

NOT AT ALL satisfied with the list of odd Navy names we ran in this space some months ago, Lieutenant M. F. Kirk of the Civil Engineer Corps has added to the collection what he believes to be the name to end all names.

He says he will be glad to swear on a stack of *BuPers Manuals* that a member of Seabee Maintenance Unit No. 605 during World War II was named—so help him—"7/8 Smith."

"Naturally," the lieutenant writes, "we all asked Seven-eighths



how he happened to get such an odd name. He told us that his father had so much trouble in his younger days, being confused with other Smiths of all character, that he swore that if he ever had a son he would name him something distinctive. He did!"

★ ★ ★

Comes also a sports note from the Korean front.

The Marines report that the familiar air mattresses now enjoying great popularity there for sack time, are also good for other things besides.

Now when a Marine swimming party leaves a reserve camp for a dip in the river, they take several of the mattresses along. Nothing better, the leathenecks have found, for surf boarding in the water.

★ ★ ★

Here are excerpts taken from an editorial printed in a newspaper in Bangor, Northern Ireland, after a recent visit of Navy ships *uss Macon* (CA 132), *uss Des Moines* (CA 134), *uss Chipola* (AO 63), *uss Putnam* (DD 757), *uss Henley* (DD 762) and *uss W. B. Cobb* (APD 106) to that port during this year's midshipman cruise:

"The American warships sail from Bangor on Saturday and with them go the well wishes of all townspeople. Every man from admiral to the lowest rating was an ambassador for his country.

"They leave behind very pleasant memories and a town full of friends. In saying farewell, we wish them *bon voyage* and a happy landfall.

"Visits like this by Americans such as these should be far more frequent. All the prating about fostering good relations . . . becomes insignificant . . . compared with the enormous impression created by good-will visits such as this."

"We say with all sincerity: 'Will ye no come back again.'"—Bangor *Northern Herald*, 28 June 1952.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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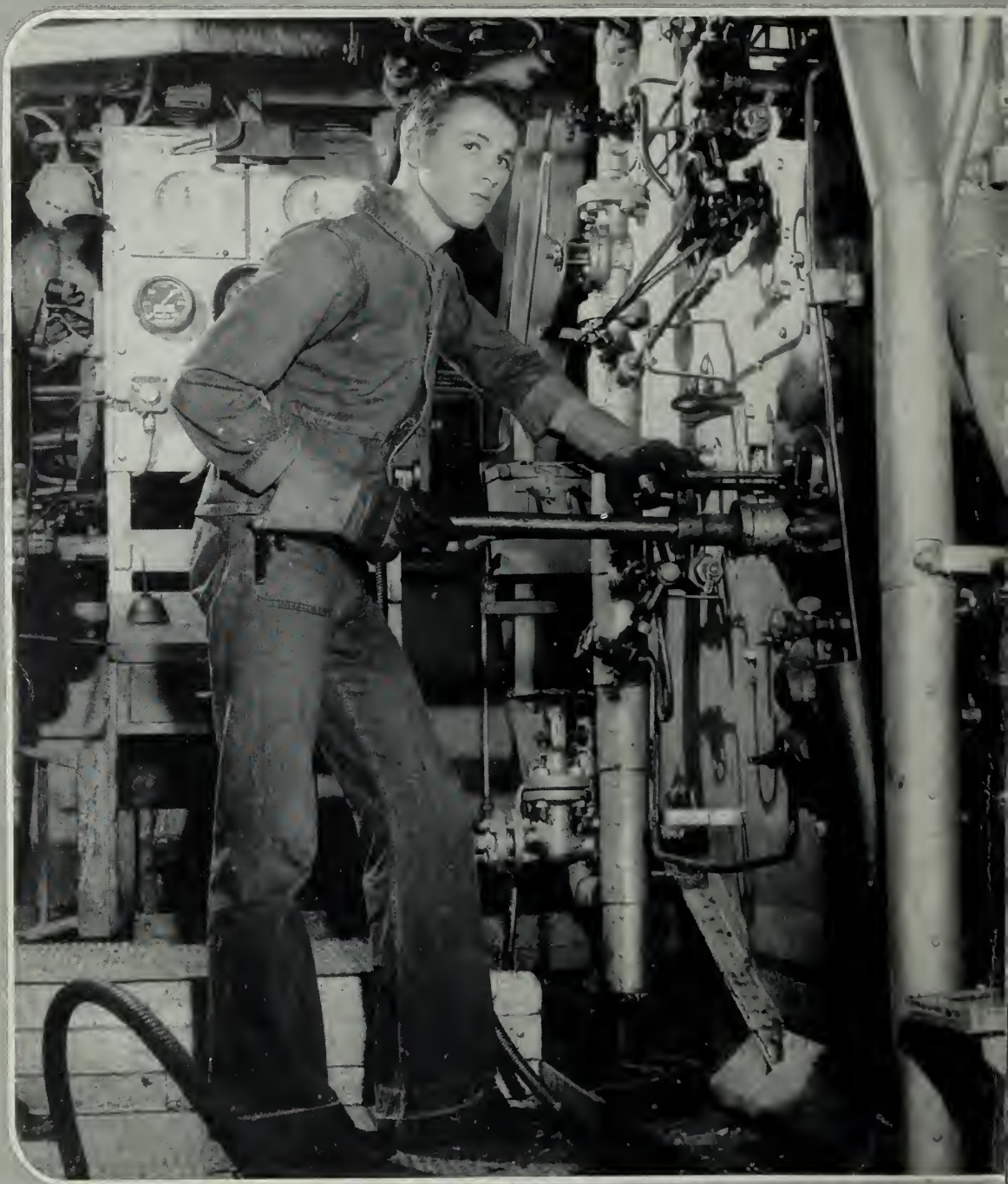
REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: In line with the Navy saying that 'a good ship is a clean ship', practically all naval vessels have their decks washed down once each day.

ALL HANDS



THE MACHINERY OF GOVERNMENT DEPENDS ON **YOU**



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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

NAVPERS-O

OCTOBER 1952





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

OCTOBER 1952

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NUMBER 428

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• FRONT COVER: Flog hoist—QMSA bends on flag during signal drill on board USS *New Jersey* (BB 62). Photo by W. J. Larkins, PH2, USN.

• AT LEFT: LAST RESPECTS — Men of USS *Boxer* (CV 21) stand with bowed heads during memorial services held for shipmates who died during the recent fire on the hangar deck.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated. Photograph on top of page 45, British Information Services.



INDUSTRIAL area of Puget Sound Naval Shipyard shows orderly 'hodgepodge' of equipment, ships and Navy gear.

How Your Ship Gets That 'New Look'

"**W**HAT a madhouse!" That's the new sailor's usual reaction during his ship's overhaul period. But after his ship has had a second and third crack at shipyard overhauls, he learns that all shipyards are that way—on the surface.

In this respect, an overhaul period is like that first week aboard ship. It too seemed like a madhouse—until you began to learn the ropes and discovered that all those words coming out over the loudspeaker had a meaning and that every shipboard drill had a purpose. Soon it became clear that all the words and drills added up to an efficiently operating unit.

Same thing at a shipyard. All the steam lines, electric power lines and welding cables that are strewn on the decks and run across your bunk and locker, all the banging, chipping, welding and riveting, the yard workers who knock out bulkheads, turn machinery inside out and strip the guns—it's all part of an over-all plan, believe it or not.

This plan begins right at the top—with the Chief of Naval Operations—goes through BuShips, BuOrd, BuAer and other bureaus and ends at

your ship. Simply put, the plan is to keep your ship in tip-top material condition for sea.

"Routine overhaul," (actually it's called "regularly scheduled overhaul,") is a key term at every naval shipyard. Most of the ships you see in any yard are in various stages of a routine overhaul. Overhauls are given every 18 months for some type ships, every 26 months for others, in-between for others. Overhaul serves as a ship's reconditioning period. All the hull, electronics, ordnance, machinery and other type gear are repaired, reconditioned or replaced so that when your ship leaves the yard she is ready for any assignment. What's more, she is modernized—some of the latest equipment has been added.

Shipyard experts say that the success of an overhaul depends on two main factors: the degree of cooperation between the ship's force and the yard workmen and the completeness of the ship's work request priority list. This list is just what it sounds like—a list of requests from your commanding officer to the yard to have certain work done. It's like the in-

structions you give the mechanic when you take your car around the corner to a filling station for a grease job and check-up.

To help himself compile this list when the time comes for overhaul, your CO asks all department heads to keep a running list of items that need repair. This they do on what is known as CSMP cards. Current Ship's Maintenance Project Cards are kept on every item of shipboard gear.

Next, the work request lists from the various departments are assembled into one master list for the ship, a list on which the CO assigns priority to each request showing the order in which the jobs are to be undertaken. About 90 days before the overhaul date, your CO starts the ball rolling by submitting the master list to his type commander and to the scheduled naval shipyard.

Officers on the staff of the type commander screen your ship's work request list to determine which items will be accomplished by the shipyard and which will be done at some later date by a tender or repair ship. They also determine which items will be undertaken by the ship's force and

which items, for various reasons, cannot be approved. In addition, the shipyard is granted an allotment of money from the type commander's repair funds to cover the work authorized. About 30 to 45 days before the start of the overhaul, the type commander's report reaches the yard. The yard is then ready for its own advance planning.

Shipyard planners and estimators go over your ship's work requests to determine what replacement parts and other material will be needed. Orders go out for the yard's Supply Department to obtain the needed parts. For parts it doesn't have at its finger tips, the Supply Department must go to a Naval Supply Center or direct to the manufacturer. This is where the little details in your work requests pay off. They tell the yard exactly how much of what to order.

While such parts are being run down, other shipyard planners pore over various plans and instructions to determine the best way to tackle the trickier jobs. Next, they prepare "job orders" which tell the various shops of the yard what must be done to accomplish each job. Naturally, the question of funds arises here. Estimates of costs are made to show how much of the repair funds will be needed for each job—and how many jobs can be undertaken within the funds granted.

All this is "upstairs work." It is vitally important paperwork that you, as a shipboard sailor, are probably little aware of. But it is advance planning like this that pays dividends in the form of a fast and thorough overhaul.

Shortly before your ship enters the yard, you'll notice certain signs. For example, provisions are allowed to run low and storerooms carry less than their usual amount. This is done to provide elbow room in the storerooms. Ammunition is removed too—it would be dangerous to have it aboard during overhaul.

Your ship arrives at the shipyard and moors to the pier. By the time you get topside, steam lines, water lines, air lines and electric power lines have been run to the ship. Most of the ship's machinery is secured. The only machinery that is left running is what will be tested or used for tests, or perhaps both. The brow is scarcely in place before shipyard planners, design draftsmen and shipworkers stride on board to acquaint

themselves firsthand with the numerous jobs to be undertaken.

To smooth the way for quick work, an arrival conference is held. In this conference, your ship's officers meet with shipyard planning officials. Work requests are discussed. Together they clinch what work will be undertaken and iron out vague points in the work requests.

After the arrival conference the ship becomes the baby of the yard's production department. It is up to this key department to complete the work within the time—and the funds—allotted. To see that this happens, a ship superintendent is assigned to your ship. He is a naval officer and he acts as liaison between your ship and the shipyard on all points of the overhaul. He also acts as coordinator between the shops and "trades" involved in your ship's overhaul.

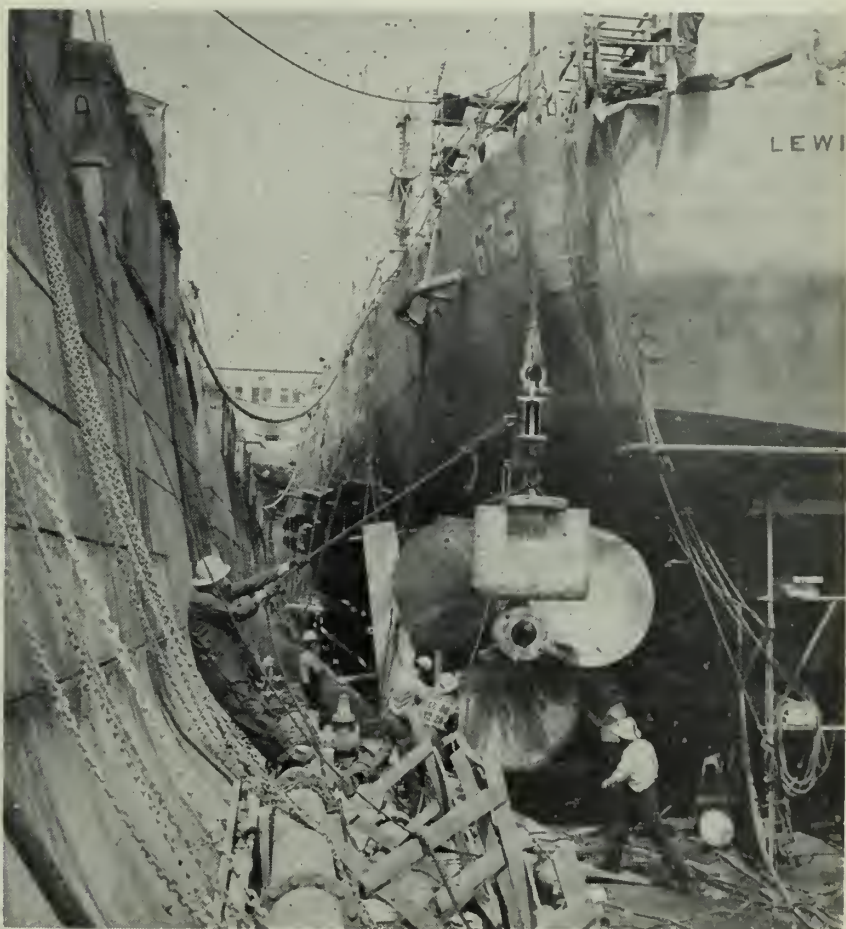
Now workmen come aboard in a flood, each workman intent upon fulfilling some part of a job order. In the more advanced stages of an overhaul it is not unusual for a destroyer

to have 350 or 400 shipyard workers on board at one time.

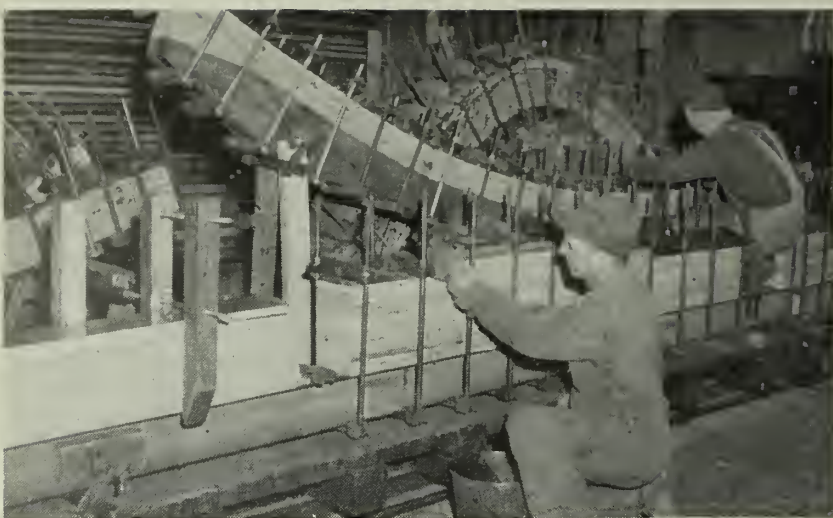
These skilled workmen represent a variety of yard shops ashore. Don't let that word "shop" fool you though—some shops are gigantic. At the San Francisco yard, for example, one steel shop covers almost five acres. Constructed at a cost of \$4,000,000 it can accommodate 18,000 shipfitters, welders and boilermakers working together on three shifts. A feature of this shop, incidentally, is the mightiest steel press west of Pittsburgh, Pa.

The many shops of a shipyard, along with the various office buildings, store houses and laboratories form its busy "back yard." There are buildings and shops galore at a typical shipyard. The New York yard, for example, has about 260, the Pearl Harbor yard has about 310 and the Norfolk yard, about 350. Some of these buildings, of course, are up in the "front yard," the waterfront area.

Some typical shops that will be called upon during your overhaul are the: Paint Shop, Pattern Shop, Op-



SKILLED workmen push and pull to install repaired and rebalanced propeller on USS Lewis Hancock, (DD 675). This work is done by the 'Riggers' Shop.'



SPECIAL glues, hydraulic presses and clamps enable naval shipyards to make big timbers out of little boards and then bend them like so much cardboard.

tical Shop, Machine Shop, Boat and Joiner Shop, Print Shop, Galvanizing Shop, Pipe and Cooper Shop, Shipwright and Wood Caulker Shop and the Forge (or Foundry) Shop. This last named shop is often one of the yard's oldest and was probably known in former years as the Blacksmith's Shop.

A special form of shop is the loft. Lofts recall the old Navy—they were originally upstairs locations (like a hay loft or organ loft). In today's Sail Loft, workers man powerful sewing machines as well as the old standby—the palm and needle. They turn out weather deck awnings, flag bag covers, mount and turret bloomers and covers for the 20 and 40mm. guns. This is mostly canvas work. Lighter

work is done at the yard's Flag Loft. (Mare Island's Flag Loft dates back to Civil War days. The first employees were war widows who hand-embroidered flags and pennants.)

In the back yard, you have to go inside the shops to see what goes on: radar components being overhauled, engineroom gears being "trued-up," ordnance parts being reconditioned, optical equipment being cleaned and adjusted. Your ship's parts will be literally strewn all over the yard, but they'll all be out of the shops, back aboard ship and in top condition before the ship's "ready for sea" period.

Down where your ship is moored—the waterfront area—you don't need to enter the buildings to see the excitement. In the "front yard" it's all

spread out for your inspection. At other piers or in drydocks are ships of many types. Some will be in various degrees of the routine overhaul, others will be undergoing conversion or alteration, others undergoing repair.

Take a closer look at one of the ships undergoing repair. It's a destroyer that tangled with a mine off Korea and lost her bow. But that's being taken care of now. Riding the hook of a dockside crane is the bow of another DD being built in another part of the yard.

You'll see drydocked fleet oilers in advanced stages of overhaul having their hulls sandblasted. Another ship further along in this reconditioning process is having plastic paint sprayed on her hull. The painters are riding in a metal platform supported by a traveling crane.

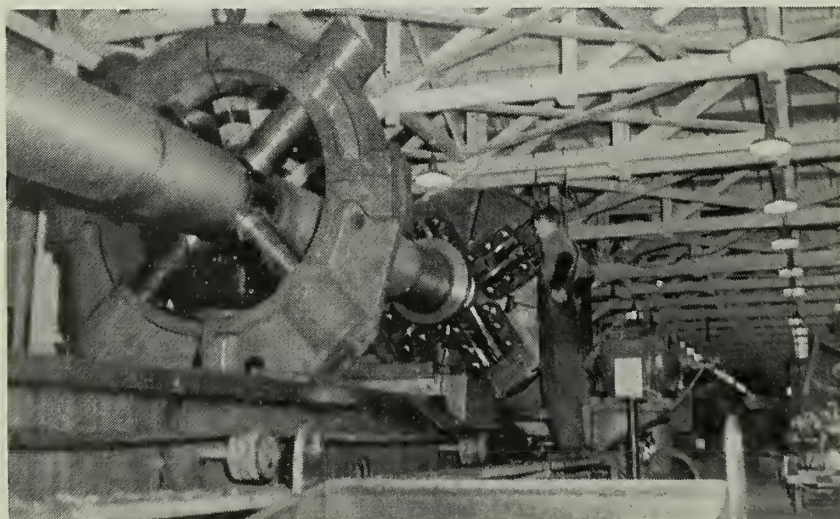
A larger crane hovers over an escort vessel, lifting out her stack so that fire room overhaul can be made in a hard-to-get-at area. At other piers are ships recently out of mothballs, soon to join the active fleet. Down the line, at one of the shorter piers, are moored the yard tugs ready to take on a job at an instant's notice.

A minesweeper is to be shifted to a berth at the other end of the waterfront. Yard Operations orders: "Send one tug." A large carrier is to shift berths from the yard's largest pier to the yard's largest drydock. Operations orders: "Send all the tugs."

Ships and shops are only part of any yard. It's not a naval shipyard if there aren't hundreds of people, Navy men and civilian yard workers alike, scurrying around the yard. Incidentally, many of the workers are ex-Navy men carrying on with their Navy-learned skills.

If you look sharp down at the waterfront area, you'll no doubt see a couple of sailors looking mighty confused. These will be men just returned from leave who can't find their ship. Sometimes the ship's silhouette has even been changed and they don't recognize their old home when they see it. And usually their ship isn't where they left it either. It's in the yard all right, but it has been up against that traditional—and bewildering—yard operation known as "shifting berths."

The hundreds of yard workmen with their ship overhaul gear that have now shouldered their way aboard your ship have made her



MACHINIST trues up the bearing surfaces of a huge drive shaft as part of his duties at a naval shipyard—one of many operating to keep Navy ships fit.

somewhat crowded. To ease this situation—and because your ship is not operating—you and your buddies can often be given leave during a yard overhaul period. In this way, when the ship is put back in fighting trim, her crewmen are ready to go as well.

Normally, the ship's company continues to live and eat aboard during a yard period. In some cases, however, the crew must shift ashore, eating and sleeping in the shipyard barracks. For example, if the galley ranges are stripped down or if the crew's mess hall has to be worked over, you'll have to walk for your meal. This means grouping up on the pier at meal time and marching to and from the yard's mess hall. Three times a day yet.

Throughout an overhaul, the safety of the ship remains the responsibility of ship's company. As a crew member, you will be called on to stand fire watches whenever burning or welding is in progress, to keep up "good housekeeping" duties as a preventative against accidents, and to stand the usual security watches throughout the ship. Crewmen can help the yard keep to its "time schedule" by being on the spot with keys when yard workers need access to a locked compartment and by quickly showing up when a ship's inspector is needed to witness a test or inspect a completed job.

As the overhaul progresses and the jobs develop, one of three conditions often arises. First, certain jobs do not require all the work originally called for by the ship's work list. In this case, funds are turned back to the yard's Planning Department. Second,



SHIP'S FORCE turns to in a paint chipping assignment. Life jackets and goggles must be worn for this work. Before long, vessel will have fresh paint.

a few jobs may be cancelled because of unavailability of critical material. Third, a routine job may develop into a serious problem that calls for additional funds.

Sometimes a combination of these factors works to your ship's advantage; sometimes it doesn't. In any event, the shipyard keeps an accurate account of these factors and issues new job orders, or, in some cases, requests additional funds from the type commander to cover further job orders.

When a job has been completed within the specifications of the job order it is up to the ship's officers to inspect the job. Work that is approved is "signed off" on the job order by an officer or leading petty officer of your ship. The ship super-

intendent also signs off the job order. When he does so, the job order is officially closed out and no further charges may be lodged against it.

Early sign-offs generally mean that the ship will receive additional—and desired—work items. In this manner, low priority work items that ordinarily might go undone, get done.

Toward the end of the overhaul period there is an increased flurry of activity on the ship. The time for dock and sea trials is drawing near. Electronic gear, piping, hatches, optical equipment, machinery parts and the like—items which have undergone a face lifting in the yard's shops—are returned aboard and installed. The date set for the "dock trial" generally seems unrealistic—but when the time comes, the ship is ready to go



FIRE WATCH extinguishes fire caused by welding. Right: Huge cranes are silhouetted at Pearl Harbor Naval Shipyard.

Globe-Girdling Destroyers See Lots of Action

Globe girdlers, world circumnavigators, around-the-world trippers—no matter what you call them, a lot of destroyer sailors are getting in their globe-rounding qualifications these days.

Third destroyer division to steam around this planet since the Korean outbreak is DesDiv 261. The four DDs of this division recently arrived at Norfolk, Va., eight months after they had departed from Norfolk. They came back the long way. They had left last January and, by way of the Panama Canal, San Diego, Calif., Pearl Harbor, T.H., and Japan, arrived in the Korean theater.

There, they were assigned blockade, escort and bombardment duty. They pounded major Red targets up and down both coasts, sending thousands of five-inch projectiles shoreward against enemy field emplacements and troop concentrations. During their four-month shooting tour, the DDs acted as screen ships for Task Force 77 and also as independent units on "shoot 'em up" missions.

One of the four—*Laffey* (DD 724)—was at one time surrounded on three sides by enemy shore batteries. With very little sea room in which to maneuver she nevertheless knocked out the Red guns and steamed out undamaged. It was one of the longest fights of its kind in the campaign and about 80 rounds landed within 200 yards of her.

Another of the DDs—*James C. Owens* (DD 776)—was straddled and hit by enemy shore batteries while bombarding Songjin harbor installations. Three were killed and five wounded. "*Jimmie C.*" sustained major damage, but it was repaired by the ship's force and she was soon back in action.

Lowry (DD 770) operated for a time with British and Commonwealth units off Korea's west coast. Her outstanding achievements in this duty brought her a letter of commendation from the British Commander in Chief in the area.

Leaving the Far East by way of Singapore and the Indian Ocean, the four ships of the division transited the Suez Canal and entered the Mediterranean Sea. The Med was familiar territory to the fourth

DD—*Douglas H. Fox* (DD 779). On another Med tour—in 1947—her stern had been blown in by an exploding mine while up in the Adriatic Sea on the Trieste-Venice run.

When the ships left Norfolk, it was the first time at sea for 60 per cent of their crews. They were under enemy fire within weeks. The words of the division commander bespeaks the crews' actions. He said that they were as "seasoned, loyal and courageous a group of men as I ever have had the honor of serving with."

Geographically, DesDiv 261 circled the globe from east to west—with the sun. One of the other two destroyer divisions that went 'round the world—DesDiv 122—did it the same way. However, escort division 61, first of the three to go around, went from west to east—against the sun.

These four ships—*uss Fred T. Berry* (DDE 858), *Norris* (DDE 859), *Keppeler* (DDE 765) and *McCaffery* (DDE 860)—left the States in July 1950, for a "routine" tour of Mediterranean duty. Soon after arriving on station the division was ordered to the Korean theater. They arrived in August. After several hectic months of late-1950 had been spent on station, the ships sailed for the East Coast by way of Pearl Harbor and the Panama Canal. In all, it was an eight-month cruise that covered more than 60,000 miles. (See ALL HANDS, May 1951, pp. 14-15.)

The third group, Destroyer Division 122, made the globe girdling cruise during the period from October 1951 to April 1952. As with the others, this DesDiv made a prolonged stop-over in the Korean theater to slap the Reds around. The four ships—*uss Hyman* (DD 732), *Purdy* (DD 734), *Beatty* (DD 756) and *Bristol* (DD 857)—departed from Newport, R. I., and steamed to the war zone by way of the Panama Canal, San Diego, Pearl Harbor, Midway and Japan. On their way back to Newport they stole a chapter out of the ocean liners' *world cruise books*. Stops were made at Hong Kong, Singapore, Columbo (Ceylon), Bahrein and Aden (Arabia), Suez, Naples and Gibraltar.

after all. In practically every case the dock trial comes off right on schedule and is a success. That's the result of long years of experience.

In the dock trial, the ship remains moored to the pier, running her main propulsion plant at slow speed. To avoid steaming away with the pier lashed alongside, two-screwed ships generally kick ahead with one screw and a go astern with the other. Single-screwed ships just have to watch their RPMs and check the strain on the mooring lines.

A further proof of the quality of the yard's work is the "sea trial." Out in an open stretch of scaway the ship gives its engineering plant a really rugged workout. In addition, steering equipment is given a complete test. In both the dock trial and the sea trial, shipyard personnel are aboard to give the reconditioned equipment its final checkout.

At the completion of the sea trial it's back to the shipyard for the "ready for sea" period. This is usually a one-week period that is exclusively the ship's own time. Naval shipyard workers seen aboard ship at this time are aboard only with the CO's permission. The ship completes its clean-up, readies all storage spaces, obtains necessary stores and takes aboard fuel. New equipment is run and re-run by the crewmen to insure familiarity.

Officially, the ship is "finished" at the start of the "ready for sea" period. However, the ship superintendent is usually found aboard during this final week. The skipper or department heads will consult him if any last-minute defects or deficiencies show up.

One morning the ship stands out to sea. In some respects she's a new ship. In other respects she's the same old gal, spruced up a bit here and there. Many days there have been when she seemed like a madhouse. Days when, even with warm weather outside, your bunks were cold and damp because the heating system was not working. The fumes from welding torches, hot metal and new paint still linger in your nostrils. But now, with your ship at sea, even the engineroom seems quiet and peaceful in comparison to the navy yard. In any event, it was an experience for the ship and crew alike. Quite likely, it was an experience for the shipyard and the yard workmen too.

—W. J. Miller, QMC, USN.

Samoans Honor Navymen in 'Kava' Ceremony

American Samoa, situated as it is 2200-odd miles south-south-west of Honolulu, Hawaii, is a relatively isolated Pacific location. What's more, its harbor—Pago Pago, Island of Tutuila—is not on any commercial steamship line's schedule of ports. All of which means that distant travel is relatively rare—especially for large groups of Navy dependents.

The Navy recently lent a helping hand to 900 native Samoan Navy families and other passengers who wanted to go from Pago Pago to Honolulu. MSTs transport *uss President Jackson* (T-APA 18) carried the Islanders on the long haul.

More than 350 of the passengers were dependents of members of the now-disbanded Fita Fita Guard. Last year many Fita Fitas—about 100 of them—were transferred to the Regular Navy and assigned duty in the Pearl Harbor area. At that time, because of limited passenger space, most of the Fitas were forced to leave their families behind when they sailed from their homeland. (See *ALL HANDS*, September 1951, p. 51.) The other passengers were "paying passengers" who took advantage of *President Jackson's* visit to make a trip to the Hawaiian Islands or to change their residence.

In preparation for the exodus, *President Jackson's* transportation officer preceded his ship to Pago Pago and spent two weeks making arrangements for the passengers.

Illustrated here is a royal *tofa*



Photos by Richard K. Thomas, AFI, USN.

HIGH CHIEFS, high talking chiefs and the village *taupou* join with officers from *USS President Jackson* (T-APA 18) for *tofa kava* ceremony.

(farewell) *kava* ceremony which took place on the Island of Tutuila, American Samoa.

The *kava* ceremony is very colorful. Generally at these ceremonies, which are somewhat like round table discussions, current issues are brought out and discussed among the various Samoan leaders.

A *taupou*, a woman whose responsibility is the mixing of the *kava* drink, sits between the groups of chiefs. The drink is made by continually soaking and squeezing a *kava* bush root in pure water all during the talking part of the ceremony.

The *taupou* is selected by a chief's family and, before she can handle

the *kava*, her appointment must be approved by the village council. The same rule applies to the man who serves the *kava*, only he must also be covered with the prescribed *tatoos*.

A fixture in Samoa, the *kava* ceremony now has its proponents in the islands of Hawaii. One *kava* ceremonial bowl is on display at the Pearl Harbor, T.H. headquarters of the 14th Naval District Commandant. It was presented by leaders of the various island districts to the Navy as an expression of their appreciation to the Navy for making the transportation available.—J. C. Ortman, J01, USN.



VILLAGE TAUPOU prepares *kava* drink while discussion goes on. Right: Close-up shows shredded *kava* root and bowl.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **MORE VOTING INFORMATION**—Since the round-up on voting information and an accompanying state-by-state voting chart were published in *ALL HANDS* (April 1952, pp. 11-15), certain changes have been made. Refer to the chart in the April issue, then add the following changes:

• Delaware—Dependents of armed forces personnel are not allowed to vote by absentee process.

• Georgia—Marked ballots will be accepted by state voting official as late as the day of election.

• Massachusetts—absentee registration may be done by mail.

Detailed information on these changes made may be found in BuPers Circ. Ltr. 106-52 (NDB, 30 June 1952).

• **BAN ON RETIREMENTS**—BuPers points out that the continued limitation on voluntary retirements of officers and commissioned warrant officers of the Navy and Marine Corps applies only to permanently commissioned officers.

It does not apply to Reserve officers, temporary officers with permanent enlisted status, Regular officers involuntarily retired under any provision of law or to enlisted personnel.

The retirement limitation, included as a part of Public Law 488, the Defense Appropriations Act of 1952, prohibits payment of retired pay to any officer who is voluntarily retired unless his application is approved by the Secretary of Defense stating that the retirement is in the "best interests of the service, or is required to avoid cases of individual hardship."

Retirements because of disability and age, however, will continue to be made as usual.

Any officer who desires to request voluntary retirement under the above conditions may do so, BuPers states. He should include the reasons justifying approval on one of the above grounds and should submit his request at least three months before the time he wishes to retire.

Voluntary retirements of officers with pay will not be approved unless fully justified. Retirement without pay will not be approved unless the individual so requests, and then only if special circumstances warrant such action, the Bureau states.

• **WEIGHT LIMIT FOR HOUSEHOLD EFFECTS**—A new limit of 9000 pounds *net* weight (not including crating) for shipment of household goods in permanent change of duty station for all officers of the rank of lieutenant commander (and W-4 warrant officers) and above has been established by Congress in the Department of Defense Appropriation Act, 1953. The previous weight limit was 24,000 pounds, the weight allotted rear admirals. Other weight allowances were scaled downward from this top.

There is no change in the weight allowances previously assigned ranks and rates below lieutenant commander. These allowances are: lieutenant and W-3 warrant officer, 8500; lieutenant (junior grade) and W-2 warrant officer, 7500; ensign, officer graduate of USNA and W-1 warrant officer, 7000; enlisted personnel of

• **SURVIVORS' CLAIMS**—Survivors of members of the naval service may now submit claims for *loss of the member's personal effects* under the provisions of the Military Personnel Claims Act of 1945, as recently amended by Public Law 439 (82nd Congress).

The law now permits consideration of claims previously submitted and not approved, where the loss of property was incident to the Navyman's service and death on or anytime after 7 Dec 1939.

Approved claims may be paid to surviving spouse, child or children, father and/or mother, brothers and/or sisters of the deceased, in that order of precedence. Claims must, however, be made by a proper claimant prior to 3 July 1953, in those instances where death and loss occurred prior to 3 July 1952.

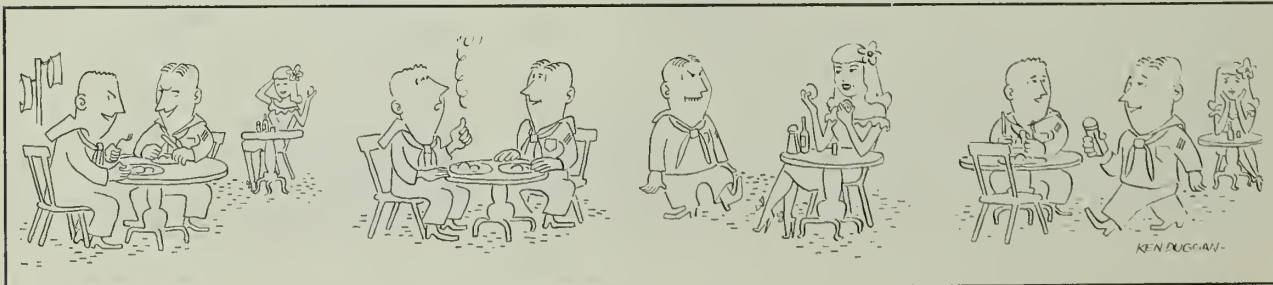
Where death and loss occurred after 3 July 1952, claims must be submitted within two years of the date of death.

Navy personnel who know of survivors eligible to submit claims are urged to inform them that if they request a claim form, NavGen 50, it will be sent to them. Requests should be addressed to the Chief of Naval Personnel, Attn: Pers E3, Navy Department, Washington 25, D. C.

To assure prompt handling of claims, survivors are requested to give the full name of the deceased member, his rank or rating, file or service number, in all correspondence relating to the claim.

E-7, E-6 and E-5 pay grades, and E-4 with seven or more years' service, 4500; enlisted pay grade E-4 with less than seven years' service, 3,000, and aviation cadet, 400 pounds.

The weight allowances permitted for a temporary change of station remain as before.



• **LDO PROGRAM** — In the 1952 Limited Duty Officer selection program, 74 CPOs and PO1s, along with 37 warrant and seven temporary officers, have been promoted to permanent ensign, USN.

Appointments were made in the following classifications: deck, ordnance, administration, engineering, hull, electronics, aviation operations, aviation ordnance, aviation engineering, aviation electronics, Supply Corps and Civil Engineer Corps.

The Navy's LDO program is a continuing program through which highly qualified career men with at least 10 years' service reach permanent commissioned grade. Details on the program may be found in *ALL HANDS*, May 1952, pp. 52-53.

• **RESERVE MEDICAL AND DENTAL OFFICERS** — Reserve medical and dental officers on active duty who are now eligible for release to inactive duty may extend their terms of service temporarily if they so desire.

The Navy anticipates that there will be a critical shortage of medical and dental officers during mid-1953. In view of this fact, the Bureau of Naval Personnel will normally approve extensions for a period of one month or more for members of the Medical and Dental Corps, USNR, who are eligible for release during the period from 1 October 1952 to 31 January 1953 inclusive, provided no change of station is involved.

Reserve medical and dental officers may apply to the Bureau of Naval Personnel for extensions even though release to inactive-duty orders have been received.

• **KOREAN SERVICE MEDAL** — In view of the nation's metal conservation program, Korean Service Medals will not be available for issue until after the cessation of hostilities in Korea.

When the medal does become available, those authorized to receive it will be notified by a BuPers Instruction, by *ALL HANDS* and other news media. However, until that time, the Bureau does not desire requests for this medal. Such requests will be neither processed nor acknowledged.

The blue and white Korean Service ribbon continues in effect, is available and may be worn by authorized persons.

Status of Officers with Temporary Appointments

ALL HANDS has received many inquiries concerning the current status of officers with temporary appointments. In order to help such officers solve some of their problems, four frequently asked questions are answered below.

(1) *Under the present law, all temporary officers are to be reverted to their permanent status prior to 1 Jan 1957. Have the officer requirements in the Navy been filled to the extent that it will be possible to dispense with temporary appointments at that time? If not, are steps being taken to extend the law to retain the temporary officers for an indefinite period?*

• The Officer Personnel Act of 1947 (Public Law 381, 80th Congress), as enacted, contained provisions under Title III, Section 301, which would have required the appointments of temporary officers to be terminated whenever the President determined that the number of officers holding permanent appointments on the active list of the line of the Regular Navy equalled 95 per cent of the number of such officers authorized by law or on 1 Jan 1957, whichever occurred the earlier. However, Section 301 was amended by Public Law 67, 82nd Congress (approved by the President on 30 June 1951) and now reads as follows:

"The authority granted by this title and all provisions thereof shall be effective during any period when the total number of line officers serving on active duty exceeds the number of line officers holding permanent appointments in the grade of ensign and above on the active list of the Regular Navy."

The Officer Personnel Act of 1947, thus amended, will now permit temporary officers to continue serving under temporary appointments for an indefinite period.

(2) *The present retirement law states that the temporary officer shall retire at the highest rank satisfactorily held prior to 30 June 1946, or the rank in which serving at the time of retirement, whichever is higher. Isn't this an unjust law, and shouldn't it be amended so that the temporary officers can retire with the highest rank satisfactorily held without regard to the date served?*

• The limiting date of 30 June 1946 applies only to those officers promoted subsequent to that date pursuant to the provisions of Public Law 188, 77th Congress, and who have not been confirmed under the Officer Personnel Act of 1947. Legislation has been introduced to permit all officers to retire in the highest rank satisfactorily held.

A temporary officer promoted or affirmed under the Officer Personnel Act of 1947 may retire in the rank currently held. Any officer selected and promoted to the rank of lieutenant commander and below since 1 April 1951 was promoted under Public Law 188-77th Congress, and is eligible to retire only in the highest rank held prior to 30 June 1946.

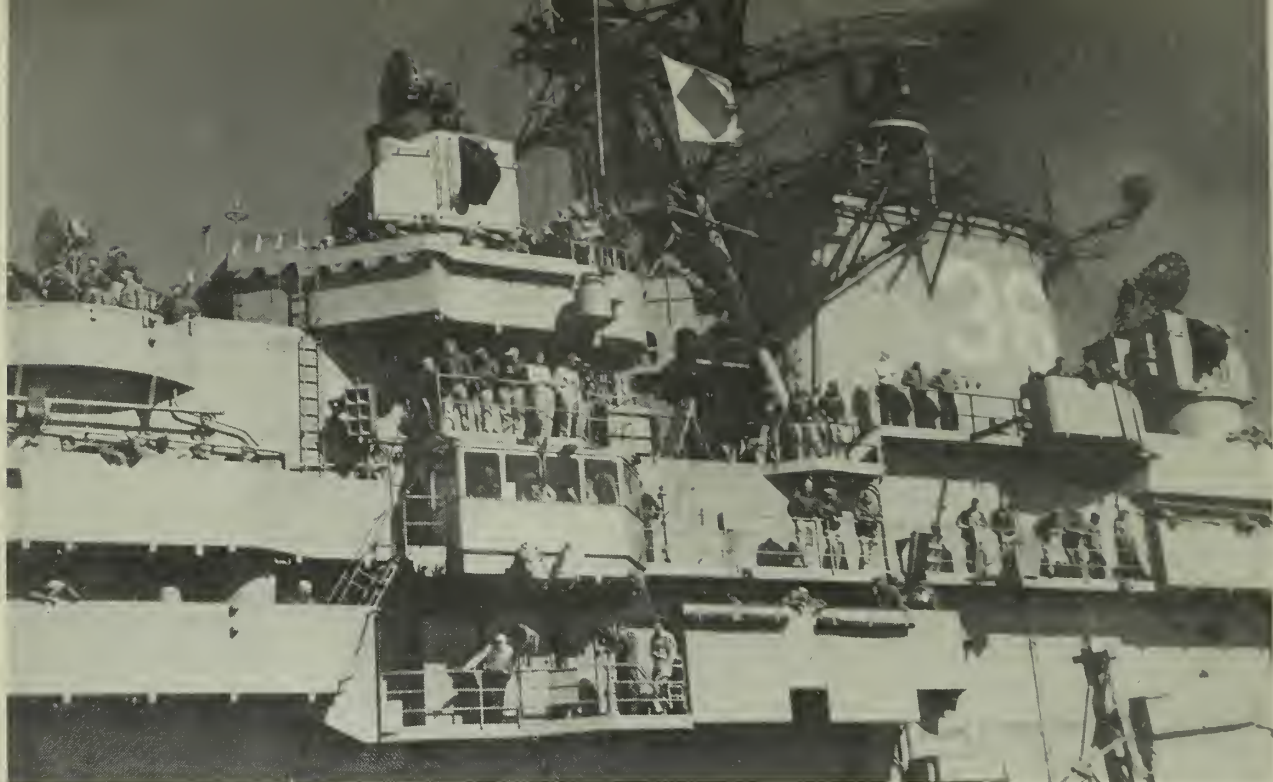
(3) *Can a temporary officer with permanent enlisted status retire upon the completion of 20 years' service, 10 years of which was in a commissioned status?*

The Comptroller General of the U. S. has ruled (22 July 1952) that temporarily appointed commissioned officers of the Regular Navy with permanent enlisted status are not eligible to be retired under the provisions of Section 6, Public Law 305, 79th Congress, which provides for voluntary retirement after 20 years' service with 10 years' commissioned service.

Attention is invited to *Alnav* 83-50 (NDB, July-Dec 1950) which temporarily suspends all voluntary retirements with less than 30 years' service except under the most unusual circumstances during the current emergency.

(4) *An LDO presently serving in a higher temporary rank completes the time requirements for permanent promotion in his LDO status. Is there to be a selection of these officers for permanent promotion while they continue to serve in their temporary ranks?*

• Limited duty officers are not selected for permanent promotion in grade. However, in accordance with Section 311 of the Officer Personnel Act of 1947, LDOs serving in temporary rank are permanently appointed in order of their seniority in lineal position to fill vacancies in the authorized number of the grade they hold.



ISLAND is aircraft carrier's nerve center. Here, off-duty pilots line up to study landing, take-off techniques.

Carrier Strike: *Destination Chongjin*

IT WAS only five days after the North Korean Communists invaded South Korea that planes from a U.S. carrier, *uss Valley Forge* (CV 45), made the first carrier strike of the Far East conflict.

Today, two years later, Navy pilots, operating from the flight decks of Seventh Fleet carriers, are pounding enemy targets with more than 4000 tons of well-aimed explosives every month.

Last month a record-breaking 338 sorties flown from dawn to dusk resulted in the greatest of all-Navy aerial raids of the war and completely neutralized the big North Korean port of Chongjin. Jet fighter-bombers and propeller planes from three U.S. flattops carried the war's heaviest naval air strike to within view of the North Korean and Manchurian borders.

The story of a day's flight operations in a typical aircraft carrier strike—from dawn's first light when *Fox* flag is run up, to "Now stand by to recover aircraft,"—is a story of smooth teamwork by trained naval aviation personnel. It is this kind of teamwork which pays off in targets hit and keeps the enemy off balance.

For this day's operation, the aerologist predicted good flying weather. Throughout the ship preparations are being made for the day's business—getting the planes off and bringing them back again. In the squadron ready room, jet fighter pilots circle targets on their maps and listen carefully to a briefing. Similar sessions are held for pilots and aircrewmembers of the attack bombers.

While the pilots are getting oriented, crewmen and hangar-deck personnel move planes to the elevators for the lift to the flight deck. An enlisted plane captain sits in the cockpit of each plane.

Once on the flight deck, plane handlers spot each plane with the aid of a tractor. Ordnancemen receive bombs, rockets and machine-gun ammo elevated to the flight deck from the magazines below. Detonating mechanisms are attached to bombs mounted on the folded wings of the fighter-bombers. Rockets are set. Machine-gun ammunition for strafing and napalm (jellied gas) bombs are also included in the "work load" of some of the planes. Electronicsmen check carefully the delicate gear entrusted to their care while electricians

make sure all circuits are functioning properly. Refueling is supervised by plane captains. (Check and double check.)

These are planes of the Fast Carrier Task Force 77. TF 77 planes together have flown thousands of sorties from their "sea going air bases," destroying enemy supply lines and bases far behind the lines, strafing and bombing Communist troops in close air support of the U.N. ground forces, and, in the case of the *AD Skyriders*, using aerial torpedoes to demolish key dams.

Now the pilots hurry from their briefings to the flight deck in answer to the call, "Pilots, man your planes." A pre-flight check by the pilots and their plane captains, and then the command, "Start engines." Each plane turns up and waits for the signal that will move it to the spot for takeoff. Speedy jet fighters, like the *F9F Panther*, are guided by plane directors and enlisted airmen to a catapult for launching. A plane helicopter guard hovers near the carrier to pick up any pilot who might crash during the takeoff.

As each plane of the strike takes off, it joins an orbit under a protec-

tive cover of high flying jet *Panthers*. When each air group is assembled, it is ready to depart—"Destination Korea!" Over target, the attack bomber group splits up into smaller striking units and begins its planned attack, going in under cover of the *Panthers*.

With its mission complete, the air group turns back for its carrier base and the operation of "plane recovery." A welcome sight to the returning pilots is "Paddles," the landing signal officer whose job is to coach each pilot "into the groove" for a landing. "Paddles'" job requires expert judgment and quick decision. He studies the maneuvers of each aircraft approaching for a landing. He must "feel" the rise and fall of the deck under him, and know the speed of the ship. This knowledge, combined with the pilot's ability to follow instantly the LSO's signals, brings the plane in for a safe landing.

But not all sorties over Korea can be classified as "routine business." Terse official communiques of fighting in the air cannot tell the story of the many harrowing experiences and dramatic incidents of the individual fighting men who man the planes.

This is a sample communique (No. 1355), which states simply: "Naval activities were stepped up in clearing weather. . . . Carrier-based aircraft struck targets from Kojo to Chongjin, including Chosen (Chongjin) power plants No. 1 and No. 2." Unreported, however, is the dramatic incident of the *Skyraider* pilot who limped back to his carrier with 59 holes—count 'em—shot through his plane. He is Commander Paul Gray, usn, who was the leader of Fighter Squadron 54, (VF 54) of uss *Essex* (CV 9). His specialty was going in low to hit North Korean bridges or railroad trains, often flying through heavy flak to get what he went after.

Commander Gray has flown nearly a hundred missions against some of the toughest flak concentrations of the Korean war.

He has been shot down four times. The first time he crash-landed in the freezing ocean, where mere exposure can kill a man in less than 20 minutes. This was after a run on Hwachang where he had cut a railroad line, preventing the Commies from bringing supplies up to the front lines. Missing a tempting locomotive, Commander Gray had doubled back for a second run and laid his bombs



JET PILOTS circle their targets on maps following a briefing session. While this is going on, their planes are being readied for the upcoming strike.

smack on the target. Flak smashed into his plane and sent flames back along the cowl. He fought to reach the sea rather than fall into enemy hands. He made it, and was picked up by a South Korean patrol boat which carried him through enemy-held Wonsan harbor to a U.S. destroyer.

This was his first escape from death. After the fourth, Rear Admiral John Perry, usn, commander Task Force 77, decided Commander Gray had done enough. "No man in this task force," the admiral said, in a widely quoted press report, "is required to risk his life more than four times in a row. From now on he's to do paper work."

Lieutenant Commander Robert

Schreiber, usn, CO of Fighter Squadron 194 (VF 194), uss *Valley Forge* (CV 45), entered the Navy in April 1941 and flew *Hellcats* and *Corsairs* throughout the Pacific war. Now, in another war, he recently landed his flak-riddled *Skyraider* to complete his 41st mission over Korean targets. What's more, this mission marked the 15th time he had brought in a plane damaged by enemy fire.

Since he began flying fighter-bomber missions off the east coast of Korea last December, Schreiber has been hit by enemy gunners one out of every three flights he has flown. While compiling this unenviable score, however, he has never been hit himself nor has he ever made a forced landing.

ENLISTED 'talker' and catapult officer crouch to escape blast from the exhaust of a fighter's jets as the plane is flung from an *Antietam* catapult.





EMPTY BOMB RACKS under the wings of a returning AD Skyraider show the attack bomber has dropped its 'workload' on communist targets in Korea.

In the opinion of Lieutenant (junior grade) Bill Buttlar, USN, a *Skyraider* pilot from *uss Princeton* (CV 37), enemy flak is bad enough for Navy pilots but to have one's own ammunition assist the flak is going too far.

In a recent bombing attack over heavily-defended Wonsan, Buttlar's plane was hit after dropping a one-ton bomb when he pulled out of a run over a trapped railroad train.

With his air speed around 400 knots, he banked off the target. The stick was suddenly wrenched from his hand. The plane heeled over and he found himself flying upside down.

Enemy flak had set off explosives of the 20mm. shells in his starboard

wing ammo stowage. Luckily, he regained control and made a successful emergency landing.

When a pilot is caught in one of these "flak traps," it's an uncomfortable moment and almost anything can happen. If you don't think so, ask Lieutenant (junior grade) Stanford C. Balmforth, USN, of attack squadron 115 (VA 115), *uss Philippine Sea* (CV 47).

Balmforth was making an attack with his group on a camouflaged truck north of Hungnam when he was caught in such a trap. His plane was hit three times on the first run but everything still seemed to be operating properly. His group of dive-bombers next engaged in a duel with

the antiaircraft batteries, bombing and strafing until the ground fire was silenced. On the return to home base, the group leader learned no less than four of his five attacking planes had been hit.

At 3000 feet and about a quarter mile from the ship, Balmforth noticed his oil pressure dropping. The group leader radioed ahead for the carrier to prepare for a forced landing—in the water, that is!

Carefully nursing his *Skyraider*, Balmforth managed to glide the "dead" plane into a position about a mile ahead of the carrier. As the craft hit the water, the pilot's quick action enabled him to escape with his life raft in the 45 seconds it took the plane to disappear. Within three minutes the ship's 'copter had picked him up. Next day Balmforth was on the line as usual, ready and waiting for another carrier strike.

Bombing, strafing and picking-off enemy troops are not all "sitting duck" work. "It's those guys sniping away with rifles I'm worried about, not the AA guns," says one jet pilot, Lieutenant Gaines W. Hill, USN. Hill flew his sorties from *uss Valley Forge*.

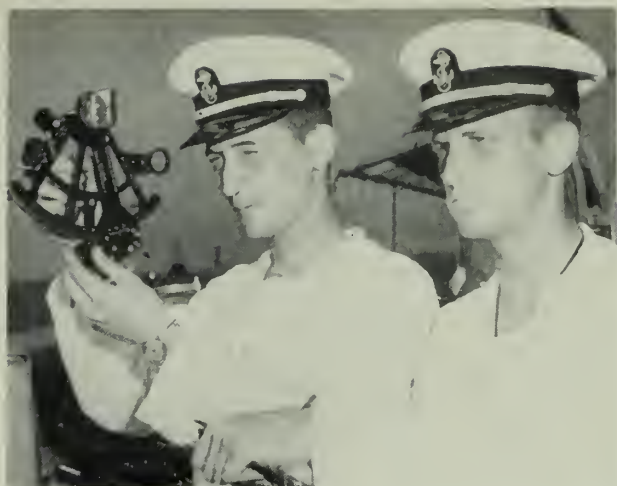
One day he was flying a low strike mission near Hungnam when an unseen rifleman leveled down on him from a high hill. He had just begun his bomb-run on a railroad track located in a deep gorge and was flying slightly below the ridge top.

Out of the corner of his eye, Hill caught a glimpse of the Commie aiming his rifle. The sharp crack of a bullet pierced the plexi-glass of his cockpit, showering him with flying fragments and a blast of air. The bomb-sight on the dashboard was shattered, and the bullet dropped to his feet. Hill was unhurt and brought his plane in safe as though nothing unusual had happened.

The same communique cited above goes on to say, "At midday all carrier aircraft rearmed to hit the hydro-electric plants at Chongjin. One-ton bombs dropped from *Skyraiders* hit the generator building and penstocks at plant No. 1. Other planes inflicted new destruction on plant No. 2. The power plant attacks were resisted by the heaviest flak encountered thus far in the Korean war by carrier pilots. Excellent flak suppression tactics, however, permitted low-level, precision bombing without loss of a single aircraft."



RETURNING pilots welcome the sight of the landing signal officer and his 'paddles.' LSO's know-how and judgment bring the planes safe aboard.

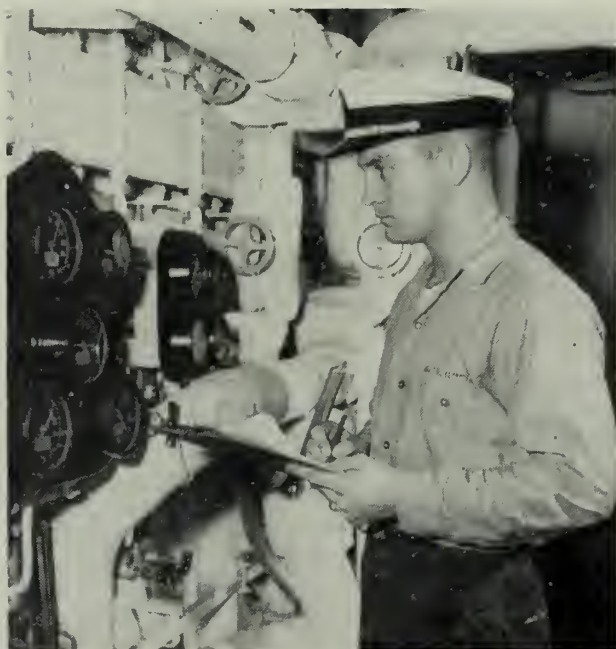


Middies Go To Sea

MORE THAN 5000 sea-going midshipmen from the Naval Academy and NROTC program took part in three middy cruises last summer.

Salt to season the academic training of the potential officers was meted out during the training voyages which follow the familiar "Learn by Doing" pattern. In cruise Able, for example, the middies served on an aircraft carrier, on heavy cruisers, battleships and destroyer-type vessels. The following photos tell much of the story of the 1952 middy cruiser:

Top left: Two midshipmen 'shoot-the-sun' on board USS Missouri. *Top right:* Gunnery practice found middies loading and firing 40mm. 'quads.' *Right center:* A midshipman third class serves as a telephone talker during gun tracking exercises. *Lower right:* Middies 'bear-a-hand' as Wisconsin refuels a destroyer. *Lower left:* Gauge readings are taken by a midshipman first class during engineering phase of his training.—H. O. Austin, JOC, USN.



One Man's Fish is Another's Poison

THE next time you drop a line over the stern or go for a swim in the waters off some tropical paradise, here's something to keep firmly in mind. Lurking in the blue-green waters of your favorite lagoon may be an innocent-looking fish just waiting for a chance to send you to sickbay.

How? By poisoning you — either from the inside or from the outside.

There are two types of these marine killers. One is the "poisonous fish" which you might snag on the end of your line in off-duty fishing, and whose flesh when eaten produces toxic symptoms that result in violent illness or death. The other kind is the "venomous fish" which might attack you as you swim or wade in tropical waters. This fish does its damage by injecting venom into its victim with sharp teeth, spines, or stings.

The Navy recognizes that fish poisoning is a serious problem. Research by the Biology Branch of the Office of Naval Research has been underway for several years studying the problem of poisonous fish in the Pacific area. Researchers have already developed methods and equipment for describing and finding out the amount of "death-charge" of various poisonous fish. Surveys are now being conducted to aid in plotting the geographic distribution and poison content of the different species. So far the biologists have found more than 300 kinds of poisonous fish in Central Pacific waters alone.

While fish poisoning varies from one area to another, there are certain symptoms that remain surprisingly consistent. For example, if you should eat a poisonous fish, one of the first symptoms to develop would be a tingling sensation around the lips and tongue. The tingling soon spreads to the hands and feet and gradually turns to numbness. These symptoms

may appear immediately or at any time within a period of 30 hours. In addition, there are the usual symptoms that go with poisoning — nausea, vomiting, diarrhea and abdominal pain. In later stages muscular weakness, paralysis, irritability, and convulsions are common.

One of the strangest symptoms to turn up in fish-poisoning cases is a complete reversal of the temperature sensations. Hot objects feel cold to the touch and cold objects feel hot. A victim will complain that a cup of steaming coffee is cold or a cold drink of water is hot.

In the Virgin Islands during fleet maneuvers in 1938, for example, a U.S. naval officer was poisoned from eating an amberjack. He suffered only a mild attack but four weeks later was observed in the mess hall blowing on his ice cream in order to cool it!

The "loose tooth sensation" is another unusual symptom frequently present in fish poisoning. The victim complains that his teeth are loose but actually they are just as sound as they have ever been.

Recovery from a severe attack of fish poisoning is usually gradual. The weakness sometimes persists for weeks after the symptoms have disappeared. What's more there is no antidote for fish poisoning, except the obvious one — avoid eating any fish that you're not sure of.

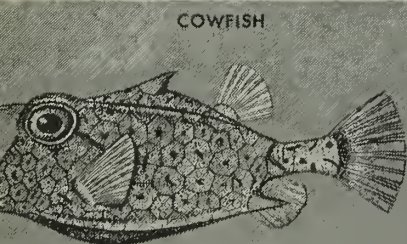
The best way to stay away from these villains of the sea is to know which fish are poisonous or venomous. This article aims to help you to do just that. Although no attempt is made here to describe all of the dangerous fish found in temperate seas, a sufficient number are listed to enable you to recognize the most common and important ones. When in doubt, however, reject a suspected fish, rather than eat it and run the risk of getting sick.

The seriousness of the poisoning depends not only upon the kind of fish eaten but also upon its condition. For example, fish in breeding condition are often more deadly than the others. Also the time elapsed between catching it and eating it, the amount eaten and of course the physical stamina of the victim are important.

All important poisonous fish belong to the order of the Plectognathi, a large group well developed in the tropics. The fish of this order usually have a body covered with rough or spiny scales, or with thorn-like spines or bony plates. One section of the skin is naked or more or less strewn with soft spines or bristles, which in some cases may look like hair. None of this group have ordinary scales like bass, trout, snapper or goldfish (normally good eating fish).

Of all the poisonous fish, the *Puffer* family is the largest. Most *puffers* are alike in appearance. They have an oblong, short, wedge-shaped body with a broad head and snout. The belly is loose-walled, elastic and contains a sac which can be greatly inflated by swallowing water or air. Most *puffers*, when alarmed, can blow themselves up until they are balloon-like. When that happens the fish floats, belly up on the surface and stays in this condition until danger is over when it quickly deflates.

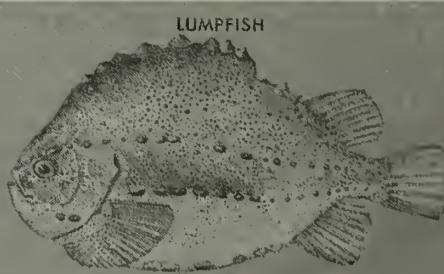
The *puffer's* thick, tough and slimy skin is covered with bristles or spines. These defensive bristles may be extended or withdrawn at will, so that some specimens may be smooth while others of the same kind may be covered with a fur-like coat. The jaws have an enamel like covering that forms a large strong beak without distinct teeth. The upper and lower parts of this beak are divided into a right and left half so that it looks like four big teeth. Most *puffers* have a characteristic disagreeable odor, and are



COWFISH



FILEFISH



LUMPFISH

"Where's sickbay?"

"I'd like to see the chaplain."

"O.K. Square it!"

quarrelsome fish that use their pineer-like jaws on other fishes or each other.

They live near the surface and are often seen swimming or floating at the top. They are easily caught, a net sometimes brings in dozens or even a hundred or more at one haul. Their poison is an alkaloid similar to that of a poisonous mushroom. It is a tasteless, odorless, crystalline substance that is not affected by cooking.

If you're anywhere in the temperate waters of the Pacific from Hawaii, Guam and Samoa to the Philippines, Okinawa or Japan watch out for the following *Puffers*—the *bristly puffer*, *black-blotches puffer*, *black spotted puffer*, *Manila puffer*, *starry puffer* and the *spheroid puffer*. The latter differs in shape from the other *puffers* because it has a slender, elongated body, and its nostrils are in the form of a low, rounded, short tube with two distinct and rather large openings. There are at least half a dozen kinds in this group. The most common are the *tinga-tinga* and the *silver puffer* or *moon puffer* (known in several languages as the *banana puffer* because of its elongated shape).

The *Trunk Fish* is another type of poisonous fish. Its body is enclosed in a rigid bony box made of six-sided plates so that only the jaws, eyes and fins are movable. There is no forward fin on the back and no fin on the belly. The mouth of the *trunk fish* is small and the jaws have only a single row of small teeth. Its body is short and may be three, four or five-sided and is often very singular in shape. Like the *puffers*, *trunk fish* are found throughout the warm waters of the Pacific and are very poisonous.

There are at least ten kinds of *trunk fish* in the Pacific, the commonest and most widespread being the fantastic *Cowfish*. This fish is enclosed in what looks almost like a rectangular box with a pair of long sharp spines projecting forward from above the eyes and another pair of similar backward-pointing spines at the lower rear corners. The tail fin

of the *cowfish* is very long and in larger specimens is at least half as long as the rest of the fish. Its color is often pale greenish-yellow with darker cross bands but the general ground color may vary considerably. Each plate on the back and sides of this fish has a blue or white spot. Sometimes its tail fin is spotted and variously marked. The *cowfish* gets to be 15 inches in length but is usually found in smaller sizes.

Some *trunk fish* are oddities, their bodies being three or five-sided with strange hooks and spines. Typical of such kind is the *Triangular Boxfish*. Its body is roughly three-sided with a very broad base at the bottom, the sides coming together at the top in a longitudinal ridge which ends in a very large spine that sticks out at the summit in the middle of its back. There are four stout spines pointing backward from the body of this fish and a small erect spine sticks out over each eye. It gets to be about 8 inches long.

The *Black-Spotted Trunk Fish* is another odd looking creature — this one is encased in a four-sided bony box. The *Smooth Trunk Fish* on the other hand has a spineless body and is as widely distributed as the *cowfish*.

The *Thorn* or *Horn Fishes* are members of the "hard skinned" family of poisonous fish. There are only half a dozen of this kind and they are all very much alike in general appearance. The body of the *thorn fish* is covered with rough scales or spines. Its forward fin on the back is composed of a very large sharp spine that looks like a great thorn or horn and is followed by four smaller ones. The fins on the underpart of this fish are reduced to a single long spine that is about as big as the forward spine on its back. When the fish erects these spines it locks them into position as a defense mechanism.

Only a very large fish can swallow the smallest *thorn fish* without injur-

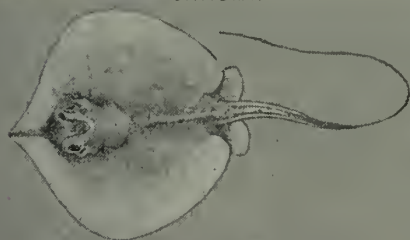
ing or killing itself. All species of *thorn fish* are bluish grey or very pale with a brilliant silvery sheen. These fish are sometimes taken in large numbers in fish corrals or traps by fishermen since they live mostly in the waters near reefs. Although abundant they are rejected as food in most regions. However, the largest *thorn fish* (10 inches or more in length) is eaten in Japan. Most of these fish are found from India north to Japan but several kinds have been found around New Guinea and Australia.

Another type of poisonous fish, the *File* or *Fool Fishes* are easily recognized because all members of this family have the forward fin on the back reduced to just a single spine. The skin of this fish is covered with small scales and feels like sandpaper. All *file fish* are pale brown or greenish brown in color and the larger ones get to be two feet or more in length. They are eaten in most parts of Japan and China but fishermen in Manila Bay will not touch them and insist that they are dangerously poisonous. *File fish* are found all over the globe in warm seas and although they are not as poisonous as the *puffers* or *porcupine fishes* they should all be looked upon with suspicion.

The *Trigger Fish* is another poisonous fish that is a brilliantly colored thing almost grotesque in appearance. There are more than 20 different kinds of *trigger fish* and all have a thick, strong tail spine roughened in front and hollowed out behind. Into this hollow a second spine fits and a projection on this second spine fits into a notch on the first spine when the fin is elevated. The first spine is thus locked in position and cannot be lowered until the second spine is laid down, the latter acting as a "trigger" from which the fish gets its name. Behind the forward fin on the back of the *trigger fish* is a deep groove into which the spines are folded when the fin is at rest.

The *trigger fish* has a compressed and rather deep body covered with

STINGRAY



"Pipedown! I've got the midwatch."

GROUPEE



"I said chip it not, paint it!"

PUFFER



"Must have been something I ate . . ."

thick hard rough scales that do not overlap. Its eyes are far apart and far back and their gill openings are mere slits. It has eight strong large irregular incisor teeth. Most of these fish have a bad or disagreeable taste. In Cuba their sale is forbidden but they are eaten in many parts of the Orient. The Orientals claim that the young of this specie may be eaten safely but a wise fisherman will throw back all of them regardless of their size.

The *Sierra*, *Cavallas*, *Hard-Tails*, *Great Barracuda*, *Groupers*, *Amberjack* and others, closely related, belong to different groups of poisonous fish. These fish may be poisonous in some areas but not in others. For example, in the Virgin Islands and the West Indies they contain a mild poison of which the patient seldom dies although symptoms may be very severe and pain acute. In other areas they are eaten without any apparent ill effects.

The Biology Branch of the Office of Naval Research hopes ultimately to isolate and characterize the toxin involved in poisonous fish and to learn the reason why fish become poisonous in some areas and at various times while fish of the same specie may be harmless in other areas or even in the same area at different times. Until this information is obtained it is best to observe the old adage "better to be safe than sorry" and throw back any fish you're not sure of.

Unfortunately there are some dangerous fish that you can't throw back because they "catch" you!

In all parts of the world, in fresh water as well as in the sea, most fishes are armed with spines. Quite often these spines are very sharp and inflict painful wounds—but some of these spines contain venom. The presence of venom is known in numerous and widely unrelated families of fishes and may vary from that comparable to a sting of a bee to

that which causes death in man in an hour.

The development of venom glands and specialized spines reaches its maximum in the *Scorpion Fishes*. Members of this group occur in all tropical and temperate seas and are of many kinds. In the colder parts of the North Atlantic and Pacific Oceans they are large and valuable food fishes of much economic importance, such as the *Rose Fish* of the North Atlantic and the *Rock Cod* of our Pacific coast. However, in tropical waters the numerous species are much smaller and of no real commercial value, although all are edible with flesh of fair quality. Their chief interest to us lies in the fact that they are highly dangerous to anyone working, wading, swimming or fishing in tropical waters.

The head of the *scorpion fish* is always armed with hard sharp spines on top and on the sides and usually around the eyes. There is always a bony ring around its eye with a ridge of bone running like a prop across the cheek toward its tail.

The spiny part of the back fin of the *scorpion fish* is equal to or longer than the soft rays on the tail fin. In many kinds the strong back spines or the spines of the head or both are defense organs for injecting poison. Some of the tropical Pacific fishes of this group have spines as deadly as the fangs of a cobra. The bottom fin is always large and in some cases covered with scales which have an edge of fine comb-like prickles.

The most dangerous of all the venomous fishes are the *Lump Fishes*. The *warty-lump fish* looks just like a lump of stone on the bottom of the ocean because it is the same color as the ocean bottom. It doesn't swim much but lies around in shallow water. Its body is covered with warts and, unlike the snake that only has two fangs, this baby has six pairs of fangs.

When wading on a reef one must

be particularly careful of these killers. It is wise to carry a heavy stick to poke any suspicious object before you step near it. Woe to anyone who tries to handle a living *lump fish* and tragedy to the one who steps squarely on the back of one because their venom flows at the slightest touch. If a full charge of their venom is received the victim dies within an hour—a lesser dose may result in many hours of maddening pain and sometimes the loss of a foot. Remember there is no antidote for this poisoning.

The deadly and well-named *horrid lump fish* looks a lot like the *warty lump fish* but instead of warts it has skinny flaps and filaments all over it. This fish gets to be 12 or 15 inches long and surprisingly enough it is good eating after the poison glands have been removed.

The *Zebra Fishes* are the loveliest of all the venomous fishes. Harmless looking creatures, there are eight or more species in the Pacific—all lovely to behold but death to touch. The large fan-like fins of the *zebra fish* are webbed to their tips. It has two long wing-like fins near the bottom that are covered not more than half their length with membrane so that the rest of the elongated rays project like fingers or great flapping plumes. The body of this fish is covered with scales. All *zebra fish* have 12 long hard spines. Its poison glands are located in the forward fin on the back, the whole battery of which can cause sudden death. It is a brilliantly colored fish with red, maroon, and black zebra-like stripes, and maroon and black spots on its transparent tail fin. This fish is far from shy, in fact it fears nothing and is said to "strut like a turkey".

The *thread-finned zebra fish* is smaller than most of the group but is even more beautiful. The rays of the bottom fin extend beyond membrane like delicate jeweled threads. They are found in the tropical Pa-



cific and never get to be more than 10 inches long.

There are 25 kinds of *Scorpion* and *Stinger Fish* that are found in shallow waters as well as in depths from 300 to 2000 feet. Most of these fish are scaled but a few are not. All of them have many spines on the head and nape and contain venom. The young *Sting Fish*, for example, though less than an inch long can inject enough venom from one little spine to cause many hours of agonizing pain.

The *Guam sting fish* is common in the Pacific. It seldom gets to be over four inches long and is light olive to dark reddish brown in color, spotted with three wide dark cross bands. In front of its tail is a dark cross band with a white bar behind and also in front of it.

The *Sting Rays* are broad flat fish that vary from one foot or 18 inches breadth to a width of 9 or 10 feet. They are so named because of the large, sharp, often barbed spine which is located at the base of their long, threadlike tails and which is capable of inflicting a severe wound. They use this whip-like tail for a rudder. The eyes of the *sting ray* are located on the upper dark-colored surface of the body and its mouth and gills are located on the lower light-colored surface. Its side fins are extremely well developed and extend from its tail to the side of its head. The larger members of the *Ray* family are known as *Devilfish*, *Sea Bats* or *Mantas* and they sometimes weigh over 3000 pounds. Although the wicked tails of these fish are not connected with any poison glands, the sting of them often produces a poison-like reaction, caused by the injection of mucus which is secreted on the outside of the sting.

Like the poisonous fish, the venomous fish are deadly but at least you have a fighting chance with them. By keeping your eyes open while swimming or wading in the shallow waters or near coral reefs you should be able to avoid disaster. In the case of the poisonous fish however, you may not know you have been poisoned until it is too late.

Remember, if you catch a fish that looks "fishy" throw it away. Eat it and you might turn blue. If you're swimming and come across little fish that look like monsters—or big fish that look like nightmares—get out of their way double time before they sting you silly.

Odyssey of 102 Sailors in Search of a Ship

In the process of joining their ship, 102 crewmen-to-be on a cruiser took a trans-Pacific voyage on an MSTs transport, then made a train trip halfway down the length of Japan, plus three short cruises on vessels of assorted type, berthing down in two other naval vessels.

The odyssey took 22 days. P.S. — Not one man became separated from the draft.

On the fourth of the month, *uss General W. A. Mann* (AP 112) left a West Coast port with the draft aboard. The group consisted of 99 seamen, two firemen and a PO2 in charge. Sixteen days later, the men arrived at Yokosuka, Japan. They then proceeded to the Naval Air Facility at Oppama, where they berthed down in an out-of-commission LST that occasionally serves as a "jury-rig" receiving ship for large drafts.

Overjoyed at the prospect of spending an undetermined period of time aboard such a sleek and modern ship, the sailors eagerly picked up their gear and proceeded to the waiting craft. They didn't know it, but their days at Oppama were numbered. Two days later an announcement came that all 102 were to board the Japanese equivalent of the Super Chief for a train ride to Sasebo.

It was a long train trip, covering half the length of the main island of Honshu plus the breadth of Kyushu. At the end of the line — the Navy's Fleet Activities at Sasebo — their new home, *uss Helena* (CA 75), would be waiting. The only incidents that marred the two-day train ride came from the numerous tunnels along the train route. Since all the windows were raised, heavy soot and cinders would blow into the cars when they passed through a tunnel. At length the resourceful sailors stationed a lookout to spot

oncoming tunnels. When he shouted "tunnel coming up," down went all the windows.

On the 22nd, the draft arrived at Sasebo. There they were met by a welcoming committee of three jovial MAAs who ushered them aboard *uss Dupage* (APB 51), which serves as the local receiving ship.

After two days aboard this ship, they packed their bags again and piled aboard an LSU. Instead of proceeding to *Helena* — which was no where in sight — the LSU made for *uss Firedrake* (AE 14) which was about to get underway for sea. The ammunition ship would take them to their cruiser. At least that was the plan.

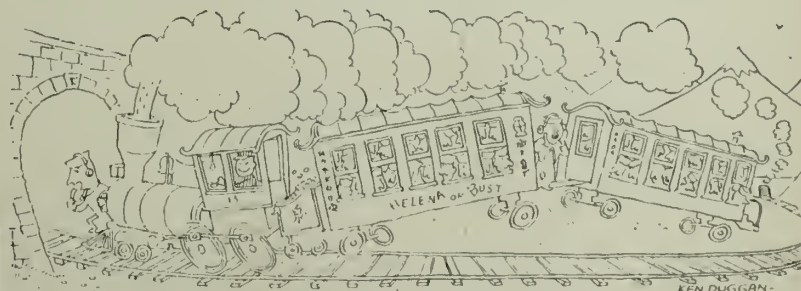
Two days out of port they received word that they were to be transferred at sea to yet another ship — still not *Helena*. On the next morning *uss Cimarron* (AO 22) came charging over the horizon. The two ships joined in formation and the 102 sailors made a highline transfer to the tanker. For the following two days *Cimarron* crewmen played host to the 102 men whose motto by now had become "*Helena* or bust."

The morning of the 26th dawned cloudy and grey. Off in the distance was a large formation of ships. Rumors began to fly. "The *Helena* isn't in that bunch," said one. "Yes, there she is — right beyond that carrier," another said. "No, that's a battleship," said a third.

A short while later *Cimarron* deckhands began rigging deck gear for a highline transfer. Soon *Helena* hove into view.

Safe aboard their new home, one of the cruiser sailors was asked, "How was your trip from the States?"

"Strictly routine," said the new man. "Nothing unusual." — E.W. Cleveland JO2, usn.





TWO FROGMEN of UDT One prepare to go over the side of a rubber boat to blast objects in way of assault.

Regulars—Reserves Train Together

THE largest fresh-water amphibious assault training operation in Navy and Marine Corps history was staged on the shores of Lake Washington, in Seattle, late this summer.

Three thousand Regular and Reserve officers and men of the Navy and Marine Corps participated in the operation, which involved 17 Navy ships and numerous airplanes and landing craft.

Opening the assault operation — with pyrotechnic charges underwater — was *uss Volador* (SS 490), one of the Navy's latest guppy-snorkel attack type submarines, lying submerged approximately 200 yards off shore.

As *Volador* surfaced, a team of the Navy's famed "frogmen" were dropped from small speedboats several hundred yards from the beach of the Sand Point Naval Air Station. The frogmen, clad in their water-green rubber exposure suits and wide rubber swim fins, swam close in shore and detonated explosive charges to clear the assault area of underwater obstructions.

Nine destroyer escorts from the Eleventh, Twelfth, and Thirteenth Naval Districts, carrying mixed crews of Regulars and Reservists, covered the landing operation.

Naval Reservists were also aboard all vessels in varying numbers, with some civilian-sailors on annual training duty participating aboard the destroyer escorts.

After the frogmen, members of Underwater Demolition Team ONE, accomplished their mission (before the eyes of some 15,000 spectators along the shoreline and in small boats), the Marine infantry attack was launched.

With the beaches cleared for an amphibious landing, a signal rocket was fired. Simultaneously eight landing vehicles (LVTs) were launched from two landing ships (LSTs), carrying 250 battle-equipped Marines to the beach. The Marines stormed ashore and began their attack, using 60mm mortars, bazookas, flame throwers, machine guns, and small arms.

Noisy simulated shore bombard-

ment by the nine Naval Reserve training DE's anchored off shore in tactical position illustrated the readiness of the combat forces to spectators. Coordinated with the gunfire support was close air coverage by eight low-flying F4U *Corsair* fighter planes, members of the "Black Sheep" squadron of the Third Marine Air Wing.

As the "enemy" strongpoint went up in flames, a Coast Guard helicopter successfully evacuated a "wounded" member of the assault force. The Marines consolidated their landing ashore by storming their targets with flame throwers. With the beach head solidified, the exercise was considered successfully completed.

From the opening phases of the assault to the final collapse of the "enemy" strongpoint, Operation Sea-fair demonstrated again the smoothness with which well-trained Reservists can mesh into Regular Navy organization.

Deck rates learned the difference between heaving a line and heaving a lead; learned to identify various

blocks and tackles, handle ground tackle, and to make preparation for entering port and getting underway. Gunners mates familiarized themselves with 5"/38s, depth charges, hedge hogs, fire control procedures and ammunition. Lessons earlier learned in signal drills, steering, radar, damage control, lookout and piloting were put to practical use.

In addition to such experience in rate training, the Reservists manned battle stations when "General Quarters" was sounded. They engaged in general drills and exercises, firing 20mm and 40mm guns at a towed sleeve target. All this was topped off by hours of the usual ship's work.

The operation once again emphasized the need for close coordination among various components of the services. Here's a roll call of the groups engaged:

From the Eleventh Naval District come the *uss Weeden* (DE 797), *uss Goss* (DE 444), and *uss John C. Butler* (DE 339). The Twelfth Naval District was represented by the *uss George A. Johnson* (DE 583), *uss Thomas F. Nickel* (DE 587), and *uss Grady* (DE 445). The Thirteenth Naval District had on the firing line the *uss Charles E. Brannon* (DE 446), *uss Rombach* (DE 364), *uss Gilligan* (DE 508), and *uss PC-1254*, which coordinated the movements from close inshore.

Seaplane tenders *uss Orca* (AVP 49) and *uss Suisun* (AVP 53) were from the First Fleet. The LSTs 1138 and 762, plus LSMRs 409 and 525, were from Amphibious Forces, Pacific. *uss Volador* was assigned to the exercise by Commander Submarines, Pacific Fleet, and the frogmen, as stated, came from UDT ONE.

The Marines who established the beach head were members of the Third Marine Division from Camp Joseph Pendleton, California, and were brought to Seattle by nine "packet" troop and cargo planes of the Third Marine Air Wing. Marine units involved were "G" Company of the 3rd Battalion, 3rd Marine Regiment, an infantry unit of the 3rd Marine Division; "D" Company of the 1st Amphibious Tractor Battalion; and Headquarters and Service Company, 3rd Amphibious Tractor Battalion.

Air Support for the assault was furnished by Marine Fighter Squadron 214, one of the famous fighter squadrons of Marine Corps history.



MARINE riflemen start encircling movement around 'enemy' objective to cut off escape of any 'defender' who might have escaped flamethrower attack.



AMTRAC slides down ramp of LST enroute to assault beach. Below: Second wave of Marines 'fan out' to protect first wave, as 15,000 spectators watch.





BLACK sheep scorns sailor's attempt to feed her. Below: Fledgling magpie gets 'shot' by Navy cameramen.



Pets—Not Chiefs—Are

THERE'S an old saying that a dog is man's best friend. Lots of Navymen subscribe to this belief. Others while away their sparetime-hours taking care of pets of other sorts—deer, monkeys, cats, mice—and even snakes.

In general, pets and mascots are good morale builders. Not only are pets good for their owners but owners are usually good for their pets. While group-sponsored pets may be authorized on ships or shore stations, individual pets often cannot be allowed for reasons of health, sanitation, cramped living quarters and the like.

Before buying a vampire bat or some other exotic creature at a foreign port, better check up on restrictive regulations concerning animals. Health regulations are pretty strict. Certain animals cannot be brought to the States. Others—parrots, for example—cannot be carried on board ship or in aircraft.

Regulations concerning importation or transportation of animals, birds, etc., will be found in General Order No. 20. In addition, the commanding officer of your ship or station will have established some policy regarding pets—their care and maintenance.

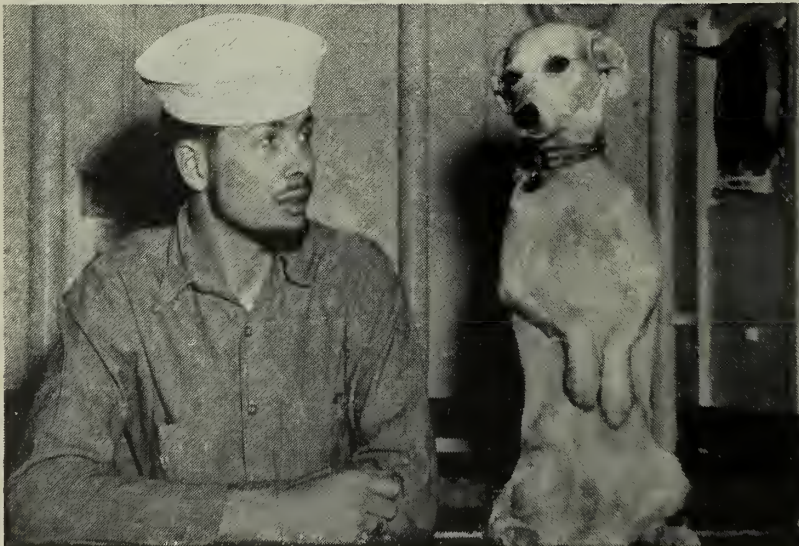
Birds, dogs, cats and other animals as pets and mascots range 'way back in naval history. Many old cartoons and drawings show a pegleg sailor with a parrot on his shoulder. "Bill the Goat," came into being as the official Navy mascot at the first Army-Navy football game in 1890. (See *How Did It Start*, p. 54.) Now he's a familiar figure at many Navy events.

Pets can be profitable as well as fun. Apiators—those who raise bees—can sell the honey. Dog raisers can make a tidy profit selling pedigreed pups.

Few sailors are interested in pets for money, however. They simply enjoy feeding and grooming their pet—be he a kangaroo or a kitten. They like to teach it tricks, how to obey, how to "ask" for the little necessities of life.

Here are a few typical mascots and pets to be found around the Fleet:

uss *Reclaimer* (ARS 42) boasts a Korean dog as a mascot. Having served with the crew for more than 10



'LADY' waits for mess call on board USS *Murrelet*. At right: Tiny faun, 'Bambi,' was found near Korean airbase.

Sailors' Best Friends

months, the pooch claims entitlement to the Korean ribbon, Japanese Occupation ribbon, United Nations ribbon and the ROK Presidential Unit Citation ribbon.

A goose named "Vip" has been mascot for Squadron VJ-61 since 1950. "Vip" is also portrayed as the squadron's insignie—a goose in full color, sporting gun and camera.

Men of "Fox" Company, 7th Marines, have as their motto "Hot-to-Trot Fox." They now have a mascot—a live Korean fox—captured by John P. Gear, SSgt. USMC. The leathernecks have named their pet "Difficult."

Individual pet owners have widely varying tastes. In addition to apiators, the Navy numbers herpetologists in its complement. Herpetologists, as you know, make a study of reptiles. Richard Etheridge, SR, USN, is one of these. His study of different types of snakes and other reptiles has taken him to Mexico and Central America.

Another snake fancier is Ray Tucey, ACAN, USN. He leans toward the "art" of snake charming, however, and does not follow the strict scientific bent.

Mary A. Fulbright, CTC, USN, has 11 more years of naval service ahead of her. A company commander at NTC Bainbridge, Md., Chief Fulbright is acquiring a string of horses. She is now owner of a half-thoroughbred horse and co-owner of three Arabian horses.

Many a sailor's wife would give a lot to own a genuine chinchilla coat. Lambert D. Hoffman, ENC, USN, recognizing a good thing, raises the creatures. Last year he spent \$2400 for four of the furry animals.

Some pet owners collect ribbons with their pets. Darwin Kidd, YNC, USN, raises beagles. His 13-inch hound, "Kiddosan Becky," was third place winner in the Reel-foot Beagle Club derby trials at Martin, Tenn. Two more of Kidd's dogs won honors—"Watson's Amos" won third place in the 15-inch derby while running mate, "Watson's Andy," took fourth in the same event.

On these two pages, ALL HANDS presents a few photographs from its collection showing Navy pets and their owners.



SEAGOING pup shows ribbons 'earned' on Reclaimer. Below: Mamma kangaroo takes cake as junior watches.



USS Oriskany's new skipper meets 'Schotzie.' Right: 'Duke' appears bored with Marine's Stateside rotation plans.

Shellbacks Become Mossbacks on Cape Voyage

Some 2600 carrier and destroyer crewmen recently gained the distinction of becoming "mossbacks" when they sailed around windswept Cape Horn — southernmost tip of South America. They had become "shellbacks" only two weeks before, being initiated into the "Ancient Order of the Deep" upon crossing the equator on their way south.

The carrier men were those of *uss Oriskany* (CV 34). The destroyer men were crew members of *uss William C. Lawe* (DD 763) and *uss Power* (DD 839). The three ships were making a combination-type cruise. The cruise combined training and fleet reassignment (*Oriskany* had been ordered from the Atlantic Fleet to the Pacific Fleet) with a good will mission. Brazil, Chile and Peru were the three South American countries visited during the cruise.

The two destroyers acted as escorts to the "Big O." But instead of continuing up the West Coast to California with the carrier, they turned into the Panama Canal when they reached the Pacific side of Central America. Passing through the canal, the cans then headed for their home port of Newport, R.I.

The Canal itself was in a way responsible for this semi-hemispheric circumnavigation. Ordinarily when a ship is ordered from one coast to the other and leaves, say, Norfolk, Va., for San Diego, Calif., she cuts through the Canal. This route, on a straight haul, covers about 4700 miles. But when a ship is unable to transit the canal she must go around the long way—a 13,000-mile cruise. *Oriskany*



COLORFUL ceremony changed *Oriskany* crew members into 'Shellbacks.' Later, men added 'Mossback' title after rounding southernmost tip of Horn.

was the first flattop ever to go around the long way.

Two jet squadrons, VF-11 and VS-32, were also on board *Oriskany*. VF-11, known as the "Red Rippers," was parked farther forward on the carrier and, thus, lays claim to being the first jet squadron to round the Horn on a carrier.

Oriskany's beam was too great to permit passage through the canal's 110-foot wide locks. Recently-modified, *Oriskany* carries bulging "blisters" below her waterline to give the ship additional torpedo protection.

Leaving New York on the 16th of May, the big flattop headed for Norfolk, laid over for 10 days, then headed for Guantanamo Bay, Cuba. There she picked up *William C. Lawe* and *Power* and on the 30th got un-

derway in earnest. When the formation crossed the equator on the 14th of June, the relatively few "Shellbacks" put the numerous "Pollywogs" through the paces. Five days later the formation entered the harbor of Rio De Janeiro, Brazil—the first South American port.

After a four-day lay-over, the formation got underway again. On 29 June the ships put Cape Horn to starboard and rounded the tip of the continent. Weather on the Atlantic side had been favorable even for mid-winter, but less than three hours after entering the Pacific a gale roared in to welcome the formation. A difficult one to shake loose, the storm stayed with the group for three days.

Three days later the formation steamed into Valparaiso, Chile, for a well-earned four-day rest. The three ships then steamed north again and two days later put into Callao, Peru, for a three-day layover, a few miles from Lima, the capital.

A few days out of Callao the formation broke up. The carrier continued on her northwesterly course, putting first into San Diego Bay and then into San Francisco Bay. Safely berthed at the Alameda Naval Air Station, she ended the 15,000-mile cruise 69 days after leaving New York.

Oriskany, *Power* and *William C. Lawe* were the first Navy ships to 'round the Horn since 1947. In June of that year, *uss Sea Robin* (SS 407) turned the trick while on a South Atlantic training cruise.



MOSSBACK—*USS William C. Lawe* (DD 763) was one of the first three Navy ships to round Cape Horn, southernmost tip of South America, since 1947.

LETTERS TO THE EDITOR

Shore Duty Eligibility List

SIR: I have a question regarding position on the Bureau's shore duty eligibility list. For men of the same rate, who would be chosen first for shore duty: a man with six years of sea duty who puts in a request in 1952 or a man with four years of sea duty who puts in his request in 1951?—J.W.W., SKC, USN.

• With both names on the list, the man with six years of sea duty would be chosen first. The date of a man's request for placement on the Bureau's shore duty eligibility list has no bearing on his relative standing. The list is maintained in chronological order by date of commencement of current tour of sea duty since last tour ashore. Consequently, the man with the longest period of continuous sea duty heads the list. The man with the shortest period of continuous sea duty brings up the rear.—Ed.

Chiefs of Navy Bureaus

SIR: Who recommends and appoints the heads of the various Bureaus (i.e., Chief of BuPers, Chief of BuSandA, etc.)? Must these nominations be approved by the Congress? What is the term of office and where is there further information on this subject?—A.C.L., LT, USN.

• Recommendations for appointments of the various Chiefs of Bureaus are made by the Secretary of the Navy (after consultation with the Chief of Naval Operations) to the President of the United States.

Bureau chiefs are appointed by the President by and with the advice and consent of the Senate. Their term of office is four years.

The authority for appointments of Bureau chiefs is contained in U.S. Code, Title 5, Chapter 7, Section 432.—Ed.

Sopus Pennant

SIR: It's been some time since I last saw the Sopus pennant flying. I understand this blue triangular flag went out about 1947 or 1948. How was its use done away with in the official signal books?—M.L.K., QMC, USN.

• The Sopus pennant (Senior Officer Present, U.S.), which was used as an SOP indicator when no distinctive flag or pennant was flying, was omitted when Navy Regulations (1948) was drawn up. Use of the pennant for this purpose was cancelled by Change Four to CSP 734(A) in March 1949.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Six-Digit Navy Job Code

SIR: My *Bluejacket's Manual* (14th Edition) states: "The Navy job code is a 7-digit number that defines the job a Navyman is qualified to perform. The first five numbers represent a job which is described in the *Manual of Enlisted Navy Job Classifications* (NavPers 15105). The last two numbers of the code represent the type of station (sea or shore) where the job experience was obtained."

I believe this is in error. As far as I can determine, the Navy uses a six-digit system. Can you clarify this situation for me?—L.D.E., PN3, USN.

• The six-digit system is now in use. (See ALL HANDS, September 1952, p. 12.) You were undoubtedly looking at the 1950 printing of the BJM. The latest (1952) printing of the BJM now deals with the six-digit system. The seven-digit codes went out late in 1949.—Ed.

Retroactive Appointments for POWs

SIR: Public Law 188, 77th Congress, which authorized original temporary appointments stated in part "an original temporary appointment cannot be authorized and made retroactive for pay purposes". Has there been any further legislation since the law went into effect, that authorizes retroactive pay covering the period a POW would have served in advanced rank had he not been taken a prisoner of war? Has the retirement picture changed any for those of us with over twenty years of service?—A.J.C., Lt., USN.

• To date no legislation has been enacted that authorizes retroactive pay covering the period a prisoner of war would have served in advanced rank had he not been taken a prisoner of war.

Decision B-109511 of the Assistant Comptroller General to the Secretary of the Navy dated 22 July 1952 held that officers whose permanent status is enlisted are not eligible to be retired under the twenty-year retirement provision (sec. 6, Act of 21 February 1946). (For further information see the article entitled "Status of Officers with Temporary Appointments," page 9.)—Ed.

First Aviation Boatswain's Mates

SIR: I would like to know the exact date the rating of aviation boatswain's mate became effective.—J.W.H., ABC, USN.

• On 6 Sept 1944, the Secretary of the Navy authorized establishment of the aviation boatswain's mate rating. Now "AB," the rating was then "ABM" and was set up for boatswain's mates in the aviation branch. It took in the former pay grades four through one, which are now E-4 (PO3) through E-7 (CPO).

Information concerning the establishment of this rating was contained in BuPers Circ. Ltr. 268-44 (NDB, 15 Sept 1944).

The aviation boatswain's mate is a key man in the Navy's air arm. He is charged with the operation and repair of equipment used in handling planes aboard ship, on land and in the water. He launches, moors, anchors and beaches aircraft. Among his other duties, he operates small craft used in tending sea-planes and takes charge of the actual hoisting and lowering of aircraft aboard carriers.—Ed.

Pistol Range Practice

SIR: Is the presence of a commissioned officer required on a pistol range at all times firing is taking place? I maintain that during practice pistol shooting, a range may be under the supervision of a "competent petty officer".—L.A.C., ADC (AP), USN.

• The presence of an officer at pistol practice is an administrative matter of the local naval command. It is a standard practice however to assign an officer to the range when pistol or small-arms firing takes place. Marine Corps regulations actually require the presence of an officer.—Ed.

Travel Time and Leave

SIR: A man entered a naval hospital while on authorized leave, his leave status ending upon his admittance. While in the hospital, his period of leave expired. Upon discharge from the hospital he was ordered to report to his ship. Does time he spent in travel from the hospital to his ship count as leave?—F.E.M., Jr., PNSN, USN.

• No. Travel time between duty stations (in this case, from hospital to ship) does not count as leave unless orders specifically authorize "delay in reporting, such delay to be counted as leave to which entitled."—Ed.

Medal for Indonesian Dispute?

SIR: Is there any type of medal for service as a Military Observer for the United Nations during the Dutch-Indonesian dispute of 1948-1950? Would such service be considered occupation duty in view of the police duties carried on in this territory?—J.N.H., Jr., LT, USN.

• No medals have been authorized by the Navy Department for duty during the Dutch-Indonesian dispute. Such service is not considered occupation duty and therefore is not included in the units eligible for the Navy Occupation Service Medal.—Ed.

Flagpoles at Shore Activities

SIR: Is there such a thing as a "regulation" flagpole in the sense that there is a standard size flagpole prescribed for a naval shore activity? Are flagpoles required to have more than one halyard? What device is used to top a flagpole?

I have checked through Navy Regs and with local authorities for the answers to these questions, but to no avail.—J.J.Y., HMC, USN.

• There are no regulations that prescribe that flagpoles should be the same size at all shore activities. Dimensions of flagpoles at naval stations vary with the location. For instance, a flagpole atop a building would usually be shorter than one whose base is on the ground.

You will find that most flagpoles are fitted with two halyards and are painted white. The publication U.S. Naval Flags and Pennants, Descriptions, Uses and Customs (DNC 27) states, "Flagpoles at naval shore activities shall be topped by a suitable brass ball."—Ed.

Warrant Officers' Collar Devices

SIR: While reading over the new edition of Uniform Regulations a question came to my mind about Article 0223 concerning collar insignia. It states that "... these devices shall be in gold color metal ..." Now then, are all warrant officers and chief warrant officers to wear gold corps devices? Or are WOs to wear gold devices and CWOs to wear silver devices as before? The way I interpret it is that both now wear gold corps devices.—C.C.J., CHSCLK, USN.

• You interpret correctly. The answer is that all corps devices shall be in gold metal, including those for both WOs and CWOs. The rank device for commissioned warrant officers shall be a gold color bar, three quarters of an inch long and a quarter inch wide, broken across the center by a blue enamel stripe one-eighth of an inch wide. The warrant officer rank device shall be the same size and the blue enamel stripe one-sixteenth of an inch wide.—Ed.



MUSICAL ESCORT—USS J. Douglas Blackwood is proud of band.

DE With a Band

SIR: We of USS J. Douglas Blackwood (DE 219) noted with great interest your article in the April issue of ALL HANDS telling of the "Tin Can With a Band" because we have a band of our own too. Our band has experienced the same problems and pains as those of the destroyer in your article only more so because of the size of our ship.—A.L.S.W., LT(JG), USNR.

• Published herewith a picture of USS J. Douglas Blackwood (DE 219) the "DE With a Band". For news on other bands in the Navy, see ALL HANDS, Sept., p. 14.—Ed.

Difference Between PN and YN

SIR: I noticed in The Word of ALL HANDS, May 1952, page 4, that personnel men are not included in the list of ratings eligible to apply for naval missions and naval attache duty. I am of the opinion that since both YNs and PNs are required to have almost the same knowledge, PNs should also be included. How come?—J.R.L., PN2, USN.

• Personnel men are not required for naval missions and naval attache duty because the service records of all enlisted personnel attached to missions and attaches are generally retained and administered by the Receiving Station, Washington, D.C. However, personnel men are required at another overseas activity, Supreme Headquarters, Allied Powers, Europe. BuPers Instruction 1306.6, which has recently been published, covers this type of duty.

As to the difference between personnelmen and yeomen, both PNs and YNs are required to have a basic knowledge of the other rating so that either may serve the needs of a small ship or station. The general work areas, however, of these ratings are very different.

Personnel men are required to have expert knowledge of personnel administrative procedures, regulations, directives and reports as well as of enlisted service records and personal accounting. They deal primarily with information about people, specializing in higher pay grades in interviewing, job analysis and classi-

fication. Yeoman, on the other hand, are required to be experts in correspondence, filing, communication procedures and regulations and reports pertinent to administrative operation of a ship or station. In higher pay grades they specialize in the legal-disciplinary field and in stenography and court reporting.—Ed.

Shipkeeper Duty

SIR: Soon I am to be released to inactive duty. I am interested in getting duty as a shipkeeper or stationkeeper at some Naval Reserve Activity. I would appreciate any information you might give me about obtaining this duty.—P.C.B., DTP1, USNR.

• Stationkeeper-shipkeeper duty comes under the authority of the various naval district commandants or the Chief of Naval Air Reserve Training—depending on the location and type of the center. The over-all program is called "continuous active duty in connection with the administration of the Naval Reserve program," or CAD.

When you are released from active duty with the regular establishment, you can obtain information at the separation center about shipkeeper or stationkeeper vacancies for men in your rate. Requests for orders to Continuous Active Duty in an "Active Naval Reserve (ANR)" billet should be addressed to the appropriate naval district commandant, or, if the activity comes under the military command of the Chief of Naval Air Reserve Training, to the commanding officer of the individual naval air station or Naval Air Reserve training unit.—Ed.

Who's Oldest Active Duty EM?

SIR: I am wondering how I stand with regards to being one of the oldest enlisted men on active duty in the Navy. The article "Service Numbers Not Reissued" (ALL HANDS, March 1952, p. 21) states that about 100 active-duty EMs carry service numbers between 100-00-00 and 199-99-99. My service number (120-34-33) is relatively low on that scale but I think I'm one of the oldest. I was born 23 June 1889 and enlisted in the Navy at Kansas City, Mo., in 1916.—John J. Cannon, DCWD, USNR.

• You are one of the oldest all right. Here are some other old timers on active duty:

Name	Service Number	Date of Birth
Harry S. Morris	143-81-20	6 Dec 1887
Willard D. Matall	142-03-29	5 Dec 1888
Alex C. Morris	143-79-19	23 Jan 1889
Martin F. Gillis	164-98-13	10 Nov 1889

Bureau statistics reveal that there are six EMs on active duty who were born in the years 1887-89. These statistics, however, do not indicate their names or service numbers.—Ed.

Changing Script to Dollars

SIR: Two years ago, when I was recalled to active duty, I was assigned duty at Yokosuka, Japan. While there, I exchanged my U.S. currency for military script (Military Payment Certificates, Series 472). I did this in order to comply with current regulations concerning the possession of U.S. currency while ashore.

When ordered back to the States I didn't have time to exchange the script back into U.S. currency at a shore activity. Aboard ship, which soon sailed, the disbursing officer did not have the facilities to change it for me. To make a long story short, I find myself on the East Coast, about to be released from active duty, with \$33.50 in military script. Is this money a complete loss? I believe there must be some way to exchange it for good old U.S. cash. — J.E.M., QMS2, USNR.

• The removal of Military Payment Certificates from a Military Payment Certificate area is in general prohibited by Army regulations, however "removed" script under certain conditions may be exchanged. If removal was beyond your control or if you were a medical evacuee prior to 20 June 1951, a claim for redemption may be filed either with the Bureau of Supplies and Accounts or with the Chief of Finance, Department of the Army. BuSanda has no jurisdiction in the matter and the final decision as to the validity of the claim rests entirely with the Department of the Army.

Military Payment Certificates (Series 472) were recalled by the Department of the Army on 20 June 1951. All persons possessing this series were required to convert their certificates to Series 481. If such conversion, which was given wide publicity, was not made within a limited "grace" period set by the Army, the holders of Series 472 ordinarily lost their rights of redemption. — Ed.

LSM Rigs Sails from Awnings after Engine Failure

SIR: The "Way Back When" article entitled "Sailboat Submarine" in the June 1952 ALL HANDS (p. 48) was extremely interesting to me. It recalled a more recent episode of "sailing" a man-of-war.

Subsequent to WW II, uss LSM 229 was on a routine voyage from Ponape Island in the Eastern Carolines to Guam. Following numerous engine failures there was a complete propulsion failure and the ship was taken in tow by uss LSM 448. However, some 200 miles northwest of Truk, the latter vessel was forced to abandon her tow in order to take a seriously ill seaman to an island lee rendezvous with a seaplane.

The seas were moderately rough and it was found by plotting that LSM 229 was being set toward numerous reefs. After a brief conference, the crew decided to attempt to "sail" the ship away from the rocky shore.

Awnings were hauled down and jury sails rigged. The mainmast carried the



mainsail and jury masts carried the after sail. Under this rig the ship made seven knots for many hours until her engines could be repaired enough to go ahead at two-thirds speed. LSM 229 eventually arrived — late but safe — at Guam. — C. C. Hughes, BMC, USN.

• Thanks for the story on the ingenuity of the officers and men of LSM 229. Now that this story has seen the light of day perhaps it will refresh the memory of other old salts regarding similar exploits of the modern Navy. — Ed.

Brother, What a Ship!

SIR: Fourteen sets of brothers aboard uss Manchester (CL 83), is a wonderful record, but we have 15 pairs of brothers aboard our ship, uss Buck (DD 761), which is presently serving in the Far East.

Our enrollment is not only better than Manchester's in number, but greater in comparison to the sizes of the crews. At the same time we think our grand total of brothers is a record for all destroyers, and very few larger ships in the Fleet can compare with it. In any event, we too have quite a "family ship" with the following sets of brothers in the Buck:

Robert and Rulon Anderson; Ben and Lem Baker; Buster and Hollis Bandy; James and William Cain; Ernest and

Robert Garber; LeRoy and Troy Grimes; Haskel and Paskel Harmon; Earl and Robert Johnson; Broadus and Hugh Mason; James and Marlen Morlock; Jack and Mack Morris; Don and Roy Pershica; Roy and Ronald Sprinkle; Orval and Obie Steen, and William and Raymond Weaver. — The Crew, uss Buck.

• Your report tops the record for all destroyer-class ships reported to ALL HANDS. What is believed to be the record for sets of brothers serving in one ship is held by uss Roanoke (CL 145), with 25 sets of brothers and one team of three brothers.

The record for the smallest ship reported is five sets of brothers who served in uss Askari (ARL 30). — Ed.

...how to send ALL HANDS to the folks at home

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Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• *uss Saratoga* (CV 3): There will be a reunion of former members of the crew of *uss Saratoga* on Saturday, 15 Nov 1952, at Long Beach, Calif., in commemoration of the 25th anniversary of her commissioning. Persons interested please contact F. J. (Mickey) Dersch, 3821 Walnut Ave., Long Beach 7, Calif.

• *uss Joseph T. Dickman* (APA 13): A reunion of all members of *uss Joseph T. Dickman* is scheduled to be held in Philadelphia, Pa., on either 25 October or 8 Nov 1952. Interested persons may contact Philip LaBriola or Ed Pietro, 3015 Swede Road, Morristown, Pa.

• *LCI (L) Flotilla 1*: Forty-seven officers attended the reunion of *LCI(L) Flotilla 1* two years ago. Another reunion is proposed to be held in Pittsburgh later this year. Write Ray D. Anderson, 2624 Fairview Road, Raleigh, N. C.

• *uss Alabama* (BB 60): All former officers of *uss Alabama* interested in a reunion in Philadelphia or New York City, please contact LCDR H. L. Schafer, USNR, Manasquan, N. J.

• *uss LCI M673*: All former members interested in the reunion to be held at time and place to be decided should contact John H. Norton, Norton

and Curran, New Clampett Building, Fairfield, Conn.

• *uss Anchor* (ARS 13): All those interested in a reunion of the crew of *uss Anchor* please write LCDR J. L. Hill, USN (Ret.), 4506 Normandy Way, Houston 21, Tex.

• *uss Washington* (BB 56): All members of this ship interested in a reunion to be held in the New York area should contact Owen B. Howard, Apt. 214, 2700 Q St. N.W., Washington 7, D. C.

• *uss Helena* (CL 50): All hands who served aboard *uss Helena* between 15 Sept 1939 and 5 July 1943, and are interested in holding a reunion are requested to contact Terry Dempsey, 624 Morris Ave., Springfield, N. J.

• *uss Gleaves* (DD 423): Reunion will be held in Boston, Mass., 15 Nov. For information contact J. M. Rexroad, 117 Pocahontas St., Buckhannon, W. Va.

• *uss Peary* (DD 226): — SCLK C.S. King, Jr., USN, U. S. Naval Receiving Station, Washington 25, D. C., formerly attached to *uss Peary* would like to contact any survivors of that vessel or any personnel who were aboard her at any time from 1 Nov 1951 until February 1942.

• *FAW Hedron 7*: — All former members interested in a reunion to be held at time and place to be decided may contact Clifford Harbeck, 12 Kirkland St., Agawam, Mass.

Transfer to Fleet Reserve

SM: After talking over the subject of reenlistments with several younger men I discovered an unusual trend of thought prevalent on this subject. These men believe that the time required for transfer to the Fleet Reserve and subsequent retirement may be increased so that they would be required first to reach the age of 50 or even 60 before being able to transfer. Consequently, they are reluctant to ship over, being afraid of getting caught in the bight on the age score.

I told these men that any law which might call for longer service would not be retroactive and would not include men who were already in the Navy and working for their "20" or "30". I pointed out to them the situation back in 1938 when the time required for transfer to the Fleet Reserve was increased from 16 to 20 years. Those men who were already in and "working for their 16" when the law was passed went out after their 16 years' service. In numerous cases men went out "on 16" several years after the "20-year program" had been in effect.—M.C.C., ALC, USN.

• You gave your men sound advice, Chief. In all personnel legislation, Con-

gress is careful to protect any rights or privileges to which persons previously had been entitled. This "protection" may come in the form of continuation of benefits given by superseded law. It may be the providing of new equivalent benefits or greater benefits. Or it may be the setting of an advance date for the termination of old benefits—the date being sufficiently distant so that persons affected can make adjustments.

An example of the latter is the "saved pay" provision of the Career Compensation Act of 1949. This pay act gave a man the choice of drawing either the pay and allowances of the old pay law or the pay and allowances of the new pay law—whichever was greater.

Although the saved pay provision actually affected only a small minority (most men fared better under the new pay act) those few were given a break and allowed almost three years to make adjustment.

You can further relieve some minds of apprehension by telling your men this: There is no pending legislation in any form that would increase the period of service required for retirement purposes.—Ed.

Pay, Pension or Bounty?

SM: On retirement after 30 years' honorable service does the serviceman have the "absolute right" to his pension? One opinion here is that pensions are wages earned, while another defines pensions as in the nature of bounties of the government, which has the right to "give, withhold or recall at its discretion." Please advise the correct definition.—W.H.W., HMC, USNR.

• Members of the naval service placed on the retired list under applicable provisions of law are, except for periods of active duty, entitled to otherwise proper payment of retired pay until removed from the retired list by appropriate authority as provided by law or regulations having the force of law. Retired pay is not a pension.—Ed.

Credits for Reservists

SM: I have been a Naval Reservist for 10 years. Five years I spent on active Federal duty. The other five were years of "satisfactory service" in the Reserve program.

If I were to continue on active duty until retirement, how would the five years of inactive duty be accredited? Do officers of the Organized Reserve who attend 48 drills and 14 days active training duty earn promotion points? If so, how are they accredited?—H.G.S., LTJG, USNR.

• Were you to put in 15 more years of active Federal service and retire upon completion of 20 years of active duty, you would then come under the provisions of Public Law 305 (79th Congress). Under that law, your other five inactive years would count for longevity pay purposes in computing your retired pay. The following retired-pay formula would then apply: $2\frac{1}{2}$ per cent of your active duty pay for the rank in which you retire (with longevity credited) times the number of years creditable for basic pay purposes.

Officers you describe earn promotion points under certain conditions. Promotion points have been accredited as follows:

An officer who completes a correspondence course, earns the number of points for which the course is evaluated.

Since 1 July '49, officers who complete a satisfactory year of Federal service through the accrual of 50 or more retirement points are credited with 12 promotion points, provided that at least 12 of the 50 retirement points were earned by one or a combination of the following means—(1) active duty (2) active duty for training (3) participation in an Organized or Volunteer drilling program or (4) performance of appropriate duty with or without pay, authorized by appropriate duty orders issued by a commandant of a naval district, river command, or by the Chief of Naval Air Reserve Training.—Ed.

Eagles Facing Aft

SIR: Here at the San Diego Naval Receiving Station I have noticed something interesting about the eagle on the rating badges of petty officers. It seems that while most eagles face to the front, a few face to the rear. Are the badges with the aft-facing eagles holdovers from the old right arm rates which went out in April 1948 — or do regulations permit the eagle to face in either direction? — W. S.G., RDSN, USN.



Facing forward.

• The badges with the eagle's head facing aft are holdovers. These badges were made up when rating badges of deck and ordnance ratings were worn on the right arm.

A footnote to Article 1201, U.S. Navy Uniforms Regulations (Rev. 1951) has this to say about how long the old badges can be worn: "Rating badges for Boatswain's Mates, Quartermasters, Torpedoman's Mates, Minemen, Gunner's Mates and Fire Controlmen made with the eagle's head pointing to the wearer's left may be worn on the left sleeve until stocks are exhausted and those in possession are worn out."—Ed.

Active Duty for Reservists

SIR: Following World War II what was the Navy's policy regarding the involuntary release to inactive duty of those Naval Reserve officers who desired to remain on active duty?

At present does it appear as though a Naval Reserve officer, like myself, has a chance of getting enough active duty time in to qualify for a 20-year retirement? This second question, of course, presupposes that such an N.R. officer volunteers to remain on active duty.—J.J.H., Jr., LT, USNR.

• The Navy's policy on retaining or releasing reserve officers on active duty—both subsequent to World War II and at present—is dictated by the size of appropriations to support continuous active duty of reserve officers.

Future prospects for long-term retention of Naval Reservists on active duty are therefore dependent on the international situation and cannot be predicted. It may be assumed, however, that the Naval Reserve program will continue for a long time to come. Thus it may be expected that continuous active duty billets for reserve officers will continue to be authorized in the future.—Ed.

Occupation Medal for Med Duty

SIR: I was a crew member of the USS *Dennis J. Buckley* (DDR 808) when it made a Mediterranean cruise from 20 March 1951 to 4 October 1951. On our return to the U.S. no mention was made of any occupation medal.

The year before *Buckley* made a cruise to the Mediterranean for an even shorter period, and that time its crewmen received one. I was under the impression that any ship or man serving in an occupation area for more than 30 days is entitled to the occupation medal of that area.—R.E.B., DK3, USNR.

• The Commander-in-Chief U.S. Naval Forces Atlantic and Mediterranean has authorized the Naval Occupation Service Medal (Europe) to the personnel of USS *Dennis J. Buckley* (DDR 808) who served aboard during the periods from 30 May 1950 to 1 October 1950, or from 30 March 1951 to 24 Sept 1951. The publication "Decorations, Medals, Ribbons and Badges of the U.S. Navy, Marine Corps and Coast Guard" (NavPers 15,790 Revised) will be amended accordingly in the next edition.—Ed.

Duty with Naval Missions

SIR: In the May 1952 issue of ALL HANDS (p. 4) it was indicated that requests for duty with naval missions, offices of naval attaches, joint military missions and similar groups were desired from men of various rates.

My rate is one of those mentioned and I believe my qualifications are excellent. I have just completed a tour of shore duty and I put in my request a year ago. Why have I had no word about being selected.—O.W.W.H., YNC (SS), USN.

SIR: My rate was one of those listed as eligible for prospective duty with naval missions. Immediately after reading the information in ALL HANDS, I submitted a request for that duty. Recently I received a reply from BuPers stating that my name was not placed on the waiting list.

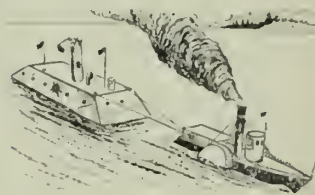
The question is this: Was it that the location I applied for was not in need of a man of my rate or was it that my rate is no longer eligible for such duty?—R.A.G., RM1, USN.

• Men on shore duty are not normally considered for duty with a U.S. naval mission or an office of a U.S. naval attaché until they are within three months of the completion of a normal tour of shore duty. Now that the writer of the first letter has completed a tour of shore duty he will be considered for any future requirements. The essential requirements were listed by ALL HANDS.

In answer to the second letter the applicant's name was not added to the waiting list because he failed to meet the stringent requirements demanded of applicants for this type of duty.—Ed.

HERE'S YOUR NAVY

Tugs are one of the oldest types of vessel in the Navy. Steam-powered tugs were in service as far back as the Civil War. Today you'll find tugs at almost every naval activity accessible by water. All told, more than 275 tugs are now in operation. There are two



main classes: ocean tugs and harbor tugs. Ocean tugs include fleet tugs (ATFs) and auxiliary tugs (ATAs). Harbor tugs, like the three bears in the Mather Goose tale, are listed as big (YTB), medium (YTM) and little (YTL).

Tugs, so their crewmen say, can walk away with a tow. Their power-packed hulls contain the necessary



machinery to give a high power-for-tonnage ratio and their propellers are designed for power. For example, during World War II a tarpedaer cruiser was being towed by another cruiser—at six to eight knots. An ATF took over the tow from the larger ship and held a speed of only one to three knots less. The cruiser's horsepower—120,000; the fleet tug's SHP—3000.

ATFs are 205 feet long, 39 feet wide and have a 17-knot top speed. The high-bowed ATAs are 143 feet long,



34 feet wide and displace 610 tons. YTBs vary in size; the largest are 110-foot, 415-ton vessels, twice the size of the smallest of this kind. YTLs also vary in size, ranging from 64-tanners to 134-tanners. Only one YTM is now in active service—the 222-ton *Massosait*. All types—except the unnamed YTLs—carry Indian names.

SACLANT: Guardian of the Atlantic

THE grey ships of the convoy, glinting in the sunlight, plowed through the blue-gray waters of the North Sea, not far off the coast of Norway. The air had a nip in it. A few clouds spotted the clear sky.

Around the relatively defenseless cargo ships of the convoy were the combat vessels—destroyers, frigates, minesweepers and patrol vessels.

Suddenly, out of the sky came the enemy fighters.

Aboard the ships, every man raced for his battle station. Anti-aircraft crews manned their guns and went through the motions of throwing an umbrella of lead into the sky. Lookouts kept a running account of the actions of the attacking planes humming through the phones and voice

tubes. Skippers put their ships into radical evasive actions to protect themselves against the "bombing" attack.

Now another group of planes flashed into sight, but these were friendly aircraft. A "dogfight" ensued and the attacking aircraft were at length driven from the area. The attack had been repelled—the convoy could continue on its way.

There was something different about this convoy which emerged from the sudden attack—the ship silhouettes were strange.

Actually, this was as it should be since the convoy and its escort were made up of ships of not one nation, but many. There were some U. S. ships, quite a few in fact. But there

were also warships manned by the British and Canadians. Still others in this particular formation were French and Dutch.

This variety of nationalities was the keynote of last month's "Exercise Mainbrace," the largest scale peacetime combined operation of its type ever conducted. Altogether, more than 160 ships of all kinds as well as aircraft and land forces from eight nations were taking part.

This air attack was but one in a series of mock attacks of all sorts that marked the far-ranging exercise held last month in the cold waters between Scandinavia and Great Britain. Your ship might have taken part—plenty of them did.

Among the larger units were the carriers *uss Midway* (CVB 41), *uss Franklin D. Roosevelt* (CVB 42), *uss Mindoro* (CVE 120), *uss Wasp* (CV 18), *uss Salerno Bay* (CVE 110), and *uss Wright* (CVL 49), the battleship *uss Wisconsin* (BB 64), the cruisers *uss Columbus* (CA 74), *uss Quincy* (CA 71) and *uss Des Moines* (CA 134) and the amphibious force flagship *uss Mount Olympus* (AGC 8) as well as a number of destroyers, destroyer escorts, attack transports, minesweepers, submarines and amphibious craft.

Exercise Mainbrace was the baptism of fire for the world's first international ocean command, Allied Command Atlantic. The new command, a parallel one to Allied Command Europe (see ALL HANDS, September 1952, p. 31-35), is under the leadership of U. S. Admiral Lynde (pronounced "lined") D. McCormick, USN, who has the title of Supreme Allied Commander Atlantic (short title: SACLANT). The command is Allied Command Atlantic.

The exercise also served as a testing ground for cooperation not only among nations but between the two big NATO commands, the Atlantic and European. Ships and planes assigned to the northern Europe force under SACEUR cooperated.

Mainbrace brought together land, sea and air forces from these nations: Belgium, Canada, Denmark, France, the Netherlands, Norway, United Kingdom and the United States. A New Zealand cruiser also took part.

The exercise opened with an allied

CONVOYS—similar to this one shown framed by the kingposts of sister ship during World War II—take part in exercises planned, operated by SACLANT.



carrier force sailing northward from ports in the U.K. to take part in exercises off northern Norway. These completed, the force then moved southward, refueling at sea along the route, to join in further maneuvers off Denmark.

To test the convoy protection ability of planes from the carriers and land bases near at hand, a convoy moved out of British and Scandinavian ports into the North Sea between Great Britain and Norway, where it was attacked by air and sub-surface forces of the "enemy." It made port safe.

Another phase featured an unopposed amphibious landing on Denmark's Jutland peninsula by an amphibious force which included U. S. Marines. The landing was made in support of friendly forces ashore. The expedition, strongly escorted by surface vessels and aircraft made use of its own air support for the troops once they got ashore.

Meanwhile, the techniques to be used by allied forces who must protect a coastline against attack from the sea were being tested as light forces from Denmark, Norway and the U. K. exercised under Danish command in the Kattegat, a strait between Denmark and Sweden, and in the Baltic approaches to Denmark.

This type of international exercise is just what the SACLANT headquarters at Norfolk, Va., has been planning for since the inception of the new NATO ocean command last January. Mainbrace was the first occasion in which such plans have been translated into action.

Headquarters for the world's first international ocean command are on the grounds of the South Annex of the U. S. Norfolk Naval Base on bustling Hampton Boulevard, the main artery for U. S. naval activities in the crowded Norfolk area.

Here, in red brick buildings that during World War II made up the Norfolk Naval Hospital, this unique staff makes plans that will affect ships, planes and men of many nations thousands of miles away.

Also at the South Annex lie the headquarters of the Commander-in-chief of the U. S. Atlantic Fleet. This is more than coincidence. Our CincLantFlt, Admiral McCormick, also holds the international command title of Supreme Allied Commander Atlantic (SACLANT).



SAILORS STROLL through the exit lane at SACLANT-CINCLANT headquarters as the National Ensign and flags of NATO members are flown from poles.

At this writing, 133 officers from Canada, Denmark, France, the Netherlands, Norway, United Kingdom and the U. S. are assigned to the staff of SACLANT. Approximately 170 enlisted personnel — all U. S. Navymen and women — are also on duty at the Norfolk headquarters.

What is an international staff like? What does it do anyway? How do the different nationalities understand each other? How do they work together? These are probably but a few of the questions that every U. S. blue-jacket now at SACLANT asked himself when he took his first look at orders sending him to the Norfolk headquarters. Here are a few of the answers that he has since learned:

Briefly, the SACLANT staff is divided into six major groups. Each group is responsible for a part of the over-all mission described in the box

on page 35. These are the six principal groups of SACLANT's staff:

- Personnel and administration.
- Intelligence.
- Plans, policy and operations.
- Logistics.
- Budget and finance.
- Communications.

For an operation such as Mainbrace, the group most concerned is the third one, Plans, Policy and Operations. Here most of the strings are neatly tied together. What ships should take part? How should the operation develop? What area should be used? What types of training should be carried out? What tactical doctrine should be used? How about signals? How should the phases be scheduled? All such questions must be worked out in advance by Plans, Policy and Operations. Its planners work through liaison officers from



FLIGHT DECK loaded with planes, USS Midway (CVB 41) moves seaward en route to maneuvers. USS F.D. Roosevelt (CVB 42) appears in background.

each SACLANT country who maintain offices right at headquarters and whose job it is to act as intermediaries between the international planning staff and their respective home defense departments.

Another and smaller section of SACLANT headquarters which also played a part in Mainbrace was the Communications Section. In the busy radio-teletype room in the headquarters building, Communications received periodic reports from the exercising forces afloat, transcribed these reports and sent them to Ad-

miral McCormick until he flew overseas to board USS *Columbus* to view the latter phases of the exercise.

Practically all such messages, incidentally, are sent either in English or French, the official languages of SACLANT. A unified procedure and glossary of terms have now been evolved for all SACLANT messages.

Such agreements on a common way of doing things are now being worked out all down the line at the Norfolk command headquarters. Questions to be settled range from what common tactics to employ dur-

ing wartime to how to address an officer of another nation. Here are a few sample problems that can furrow a SACLANT brow—

In refueling ships at sea, what kind of fuel oil shall be used and what method of refueling shall be adopted? What size hose shall all navies adopt? What power pumps?

In communications—the vital link that joins a task force together—what codes shall be used? How often shall they be changed? Will language be a difficulty? SACLANT officers are now hard at work to make certain that no communications confusion such as that which resulted during the Battle of the Java Sea during World War II is repeated. At Java, Australian, British, Dutch, U. S. and New Zealand ships all used the same code all right but transmitted on different frequencies so that no one could pick up the others.

What unified system of anti-submarine operations shall be used? The British and Canadians have worked out their own plans which vary from those used by the U. S. How should they be put together?

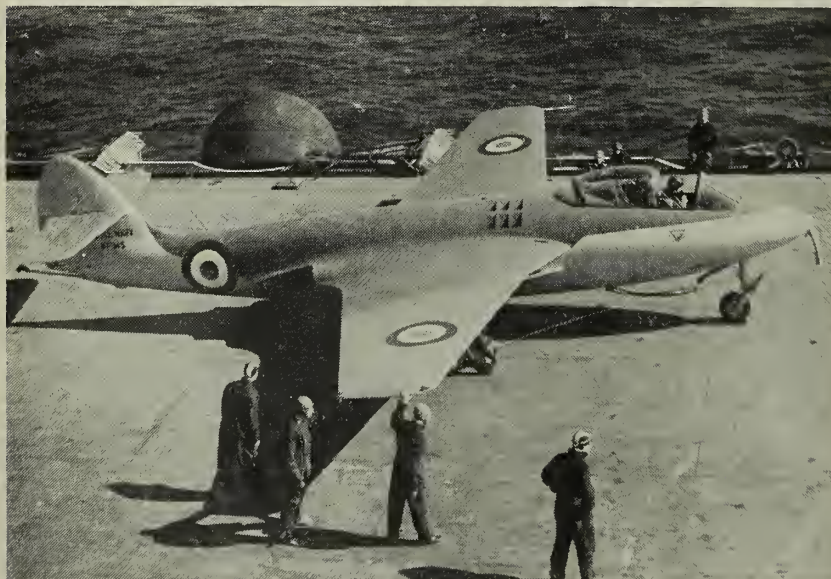
Many of the answers to these and other questions will evolve under the cold, gray light of combined operations such as Mainbrace.

The new NATO command enjoys the benefits of past experience. Some of its members have worked closely together before, both during World War II and afterwards. The fleets of Britain, France, the Netherlands and Belgium, for example, have been conducting a series of joint exercises since 1949.

- In "Exercise Verity" in the summer of 1949, an armada representing Britain, France, the Netherlands and Belgium practiced certain evolutions of war from bombardment and convoy protection to minesweeping and motor torpedo boat attacks under the command of a British admiral.

- In "Exercise Activity," conducted in 1950 on a smaller scale than Verity, a Dutch admiral led combined forces through exercises designed to develop combined communications and tactical procedures.

- In "Exercise Progress," held in 1951, Belgian, French, Danish, Dutch, Norwegian and British units took part in combined tactical maneuvers under the command this time of a French admiral. One aircraft carrier, four cruisers, 12 destroyers, 11 frigates, 12 submarines and about



SEA HAWK, British Royal Navy's first folding-wing jet interceptor, is shown on deck of the new carrier, HMS Eagle, specially designed for jet aircraft.

50 minesweepers made up this combined force which conducted anti-submarine warfare operations, air defense maneuvers, minesweeping operations and convoy exercises.

Past cooperation such as this should serve SACLANT well in the future. To work out future cooperation, the SACLANT nations have assigned to the command some of their most capable officers. Most of them are not new to international experience either, many of them having served in naval missions or as naval attaches before coming to SACLANT. Take, for example, Lieutenant Commander Frederick Kruimick of the Royal Netherlands Navy.

Commander Kruimick, now a special intelligence activities officer on the SACLANT staff, was the captain of a Dutch patrol vessel operating off his home coast when war with Germany broke out in 1939. Later taken prisoner by the Nazis, he attempted escape 13 different times from five different prison camps in Germany and Poland, was recaptured and sent back five times, failed seven times but, the 13th time, escaped and joined the Polish underground.

Through the underground he made his way to Paris where he joined the F. F. I. (French Forces of the Interior). He fought with this group until he was finally liberated by the U. S. Army in August 1944.

Or take Commander Bradwell Turner of the British Royal Navy. It was Commander Turner, no man to back out of a fight, who led a boarding party of British sailors over the rail to capture the German ship *Altmark* as she lay hidden in a Norwegian fjord during the war. The capture of *Altmark* freed 300 British sailors imprisoned aboard who were bound for German prisoner-of-war camps.

Incidentally, since each officer and enlisted man assigned to SACLANT is a "foreigner" to most of the others, this word is not used at the command. Instead, officers of different nations are referred to as "other nationals." That's one of the first things a U. S. Navyman assigned to the staff learns.

The second thing he learns, at least if he is a yeoman, is how to spell the name of each officer, how to address him and what his correct title is.

The name of one particular officer serves as the acid test. "When a yeoman has learned to write the name of Capitaine de Vesseau Guillaume



VESSELS of a World War II convoy plow through Pacific waters—destination unknown. Convoys like this one play an important role in NATO activities.

Pons Christophe Marie Joseph Michel de Toulouse-Lautrec-Montfa, Assistant Director of Strategic Application and Policy, we know he's arrived," says the SACLANT personnel officer. As for the Captain, he prefers to be referred to merely as "Captain Toulouse."

U. S. enlisted men in the personnel office are instructed also on how to help an incoming staff member get "squared away" as far as housing and other personal matters are concerned. Each incoming officer is given a copy of an information booklet put out by

the command which acquaints him with the transportation available in the port area, the housing situation (it's tight), how he can get medical care and hospitalization for himself and his dependents, what schools and churches are available, what recreation facilities are available both on and off the base.

Also in the personnel office is a notebook of a special kind. It's kept up by the personnel officer and lists a few choice American colloquialisms that might confuse an officer from

(Continued on page 34)



CANADIAN captain, a member of SACLANT staff, dictates correspondence to yeoman. Note display of miniature flags of NATO countries in background.

Baffin Bay

ALLIED COMMANDER ATLANTIC

Part of NATO (North Atlantic Treaty Organization)

Warships, aircraft, strategic island garrisons and mobile amphibious forces of ten NATO nations are included in the ocean forces of Supreme Allied Commander Atlantic (SACLANT). For details, see text.

GREENLAND

SUPREME AL

Hudson Bay

Atlantic

Ocean

LABRADOR

CANADA

NEWFOUNDLAND

WESTERN ATLANTIC

★ Norfolk



Admiral McCormick
United States

AREA COMMANDS

EASTERN ATLANTIC

★ Portsmouth



Admiral Creosy
United Kingdom

Commander-in-Chief,
Western Atlantic Area

Commander-in-Chief,
Eastern Atlantic Area

UNITED STATES

Norfolk

SUB-AREA COMMANDS

Commander Canadian Atlantic Sub-Area

Commander Northern Sub-Area

Air Commander Canadian Atlantic Sub-Area

Commander Central Sub-Area

Commander United States Atlantic Sub-Area

Commander Bay of Biscay Sub-Area

Commander Ocean Sub-Area

Commander Maritime Forces Morocco

Tropic of Cancer

CUBA

 NATO Nations



ICELAND

COMMANDER ATLANTIC

Orfolk



Supreme
Allied
Commander,
Atlantic

McCormick
States



Deputy
Supreme
Allied
Commander,
Atlantic

Andrewes
Kingdom

EASTERN ATLANTIC-AIR

★ London



Air
Commander-
in-Chief,
Eastern
Atlantic
Area

Marshal Stevens
United Kingdom

Commander Northern
Sub-Area

Commander Central
Sub-Area





MOTOR TORPEDO BOATS of British Navy get ready to take part in 'Exercise Mainbrace', the big NATO exercise in Baltic and Scandinavian waters.

abroad. The notebook is humorously entitled "Cream of Wit."

- Item—"Well known U. S. Navy joke: 'If it moves, salute it; if it's in the way, throw it over the side; if it's too heavy, paint it!'"

As is natural in a staff command, half of the U. S. Navymen assigned to SACLANT are yeomen or yeoman strikers. However, there is also a liberal sprinkling of other ratings too: storekeepers, telemen, photographer's mates, draftsmen, journalists, disburs-

ing clerks and stewards as well as even a couple of quartermasters, boatswain's mates and machinist's mates.

Each man, to be assigned to the command, must possess a clean record and be capable of being cleared to handle top-level security information. He need not have any special language qualification but if he does speak another language it may help him in his work. Once at SACLANT, a number of enlisted men take up a

foreign language, usually French, on their own time.

No special means are used to assign men to SACLANT—they are assigned just as they would be to any Atlantic Fleet command, that is, through the Commander, Service Forces, Atlantic.

As soon as he arrives, the new SACLANT enlisted man is asked to fill out a detailed questionnaire that will tell the personnel officer where he is best fitted to serve. Then he is issued a special red-colored card which he must show to the sentry each time he enters or leaves the headquarters building. Officers get a blue-colored card, liaison officers a green-colored one and sentries themselves a black one. These cards designate the holder as a member of the Armed forces of NATO.

Roughly one third of the SACLANT Navymen are unmarried and live in brick barracks in the South Annex area. Married enlisted men face the same housing problems faced by other married men serving in the Norfolk area.

For recreation, the SACLANT command fields its own athletic teams. This summer it was the SACLANT "Sad Sacks," a softball team that made up in enthusiasm what it lacked in run-making ability. The usual movies and clubs are located close-by and are available to SACLANT personnel.

This, then, is an international command. The casual passer-by at once realizes that fact if he walks by the headquarters building at morning or evening "Colors." There are so many flags to be hauled down at SACLANT—one for each of the 14 member NATO nations—that the Marine color guard must take them down half at a time.

The guard does it by marching as a unit to the center of the area in front of the building, into the semi-circle of flags set in the close-clipped green lawn. Here the detail splits up and two men approach each of seven poles.

At a signal, seven flags are lowered, folded away and carried off. Then the detail marches back again to haul down the flags flying on the other half of the semi-circle. The SACLANT headquarters flag, with its Navy blue and gold emblem on a light blue background, remains flying from a pole in the center of the area. It flies 24 hours a day. Lt JG Arthur P. Miller, Jr., USNR.



OFFICIAL FLAG of the Allied Atlantic Command is hoisted by U.S. Marines. The flag has white emblem with blue background; it's flown 24 hours a day.

Multi-nation Defense of Atlantic is SACLANT Mission

The mission of the North Atlantic Treaty Organization's new ocean command, stated briefly, is to maintain control of the seas and coastal waters of the North Atlantic area, thereby denying those waters to any enemy and keeping them open for the free movement of vast amounts of men and material to Europe in the event of a large-scale conflict there.

This is part of the over-all NATO agreement under which its members state that should an armed attack occur against one or more of them in Europe or in North America, they shall consider it an attack against them all and shall take such action as they deem necessary, including the use of force, "to restore and maintain the security of the North Atlantic area."

The right of such individual and collective self-defense is recognized under the Charter of the United Nations.

It is to fulfill this mission that the headquarters of the Allied Command Atlantic has been set up at Norfolk, Va. (see accompanying article). Those assigned to the SACLANT staff have the responsibility of laying plans to ensure that, as one officer put it, the North Atlantic remains "a NATO lake."

Admiral Lynde D. McCormick, usn, the Supreme Commander, has stated that these plans are moving ahead along these lines:

- Preparation of operations plans for possible war operations.
- Training of forces by means of joint operations such as Exercise Mainbrace.
- Preparation of plans for the logistical support of such forces afloat, that is, seeing to it that they received necessary fuel, food and ammunition.

Like his counterpart, U. S. General Matthew B. Ridgway, the Supreme Allied Commander in Europe, Admiral McCormick is responsible to the NATO Standing Group, the executive agency of the Military Representatives Committee. All NATO members are represented on the Military Representatives Committee (see *ALL HANDS*, September 1952, p. 31-35).

SACLANT makes recommendations to the Standing Group on such matters as the adequacy and training of his forces and on other military questions which affect his ability to

carry out his responsibility in peace and war.

However, unlike General Ridgway and the SACEUR forces, Admiral McCormick has no units actually committed to him in peacetime, except for those under his command during limited periods for combined exercises. Instead, naval forces are "earmarked" to his command for an emergency. Each of the eight participating nations has a certain quota of ships, planes and men which is set aside for SACLANT to draw upon in the event of hostilities.

The number of ships, planes and men as well as the amount of money contributed to the SACLANT fund depends upon the size and economic potential of each nation. Iceland, for example, possessing no army or navy, contributes bases of operations.

The ships that are contributed are of many types and cover the entire range of naval warfare. There are anti-submarine units for use against enemy undersea craft, minesweepers and patrol craft for mine warfare, escort vessels for convoy protection and aircraft carriers, big ships of the line and amphibious craft required to launch counter-attacks in the event of aggression.

Harbor defenses—anti-aircraft installations, anti-submarine nets, mines—on the other hand, are the

responsibility of the individual nations themselves, according to the present plans.

More than half the naval units earmarked to SACLANT—approximately 60 per cent—are contributed by the U. S. Roughly 30 per cent are contributed by the United Kingdom. The remaining 10 per cent are contributed by the other member nations.

SACLANT's geographical region of responsibility is divided into areas (see map on accompanying pages). The two main areas are the *Western Atlantic* and the *Eastern Atlantic*.

Admiral McCormick, as well as being Supreme Allied Commander Atlantic, also serves as Commander-in-chief, Western Atlantic. Admiral Sir George Creasy, RN, of the United Kingdom, is Commander-in-chief Eastern Atlantic. His co-commander for air, Air Commander-in-chief, Eastern Atlantic, is Air Marshal Sir Alick Stevens, RAF, also of the United Kingdom.

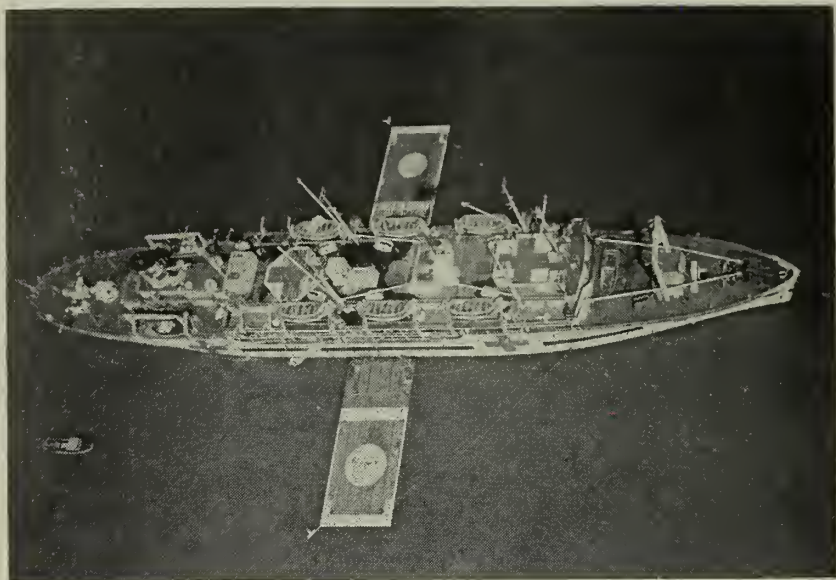
The Western Atlantic is broken down into sub-area commands: the *United States Sub-Area*, commanded by Vice Admiral W. S. DeLany, usn; the *Canadian Sub-Area*, which is further sub-divided into the two co-equal commands, Commander Canadian Sub-Area, Admiral R. E. S. Bidwell, RCN, and Air Commander Canadian Sub-Area, Air Commander A. D. Ross, RCAF; and finally a newly formed command, the *Ocean Sub-Area*, which covers a sector in mid-Atlantic and is commanded by Admiral McCormick himself.

The Eastern Atlantic area has four sub-areas, two of which, the northern sector and the central sector, have provisions made for air as well as surface commanders. The *Northern Sub-Area* is commanded jointly by Rear Admiral J. F. B. Crombie, RN, and Air Vice Marshal H. T. Lydford, RAF, both of the United Kingdom. The *Central Sub-Area* is commanded jointly by Vice Admiral Sir Maurice J. Mansergh, RN, and Air Vice Marshal T. C. Traill, RAF, both of the United Kingdom. The *Bay of Biscay Sub-Area* is commanded by Vice Admiral A. R. N. Robert of the French Navy. The *Maritime Forces, Morocco*, are commanded by Vice Admiral A. Sol, also of the French Navy.



BRIEFCASE in hand, commander returns salute as he prepares to leave headquarters on SACLANT business.

TODAY'S NAVY



NO WATERBUG — USS Haven (AH 12) is equipped with specially constructed and moored platforms designed to receive wounded personnel via helicopter.

Better Meals Under Water

The results of an experimental program in submarines in which pre-cooked and frozen foods were substituted for fresh provisions, have been released by the Bureau of Supplies and Accounts.

Results showed a reduction in loads on submarine power systems, less undesirable odors floating around the galley and a 63 per cent reduction in garbage. The lighter load on the cooks gave them more time to devote to preparing delicacies like baked Alaska, cream puffs and ice box cookies.

The experiment was based on known instances in World War II where insufficient or unbalanced food supplies loaded aboard submarines actually curtailed undersea activity in the Pacific. There were instances in which submarines returned with vital food supplies exhausted or with more than enough in their holds.

The answer, BuSandA decided, was a loading list using new-type foods. The new list for submarines substitutes experimental pre-mixed bakery products, pre-fabricated meats, pre-cooked frozen foods, new canned products, dehydrates and concentrates for one-third of the fresh

provisions normally placed aboard.

However, before each of the new foods passed final approval it was scored by taste panels, served in a general mess, and taken aboard submarines for short-period testing. Only after these thorough tests was the new item approved for submarine loading lists.

Live Music for Naval Outposts

The CinCPAC Fleet Navy band from Pearl Harbor is on a musical tour of remote Navy outposts in the Western Pacific bringing music to island bases which rarely have entertainment of their own.

The versatile group conducted by Navy Chief Musician Sid Zeramby, USN, is composed largely of professional musicians, many of whom played with top-name orchestras before enlisting in the Navy.

The musical show features a wide variety of novelty numbers from instrumentals for dancing to dramatic military pieces. A touch of hilarity is added to the show when Zeramby and his bandsmen go through a hat-changing act that sometimes amounts to 100 different hats in a show.

The traveling musicians will visit Wake, Guam, Kwajalein, Midway and Johnston Island.

Refueling Planes in Flight

An in-flight refueling system for the Navy's carrier-based fighter and bomber planes has been successfully developed.

With the new system, long-range offensive missions, made up of carrier attack and bomber aircraft, could be escorted by refueling "tanker" planes all the way to and from target areas. The new method also will enable combat air patrols to be maintained for longer periods of flight. Armament loads can be considerably increased if fighters and bombers carry only a minimum of fuel-load at take-off and are refueled en route to targets. Among other advantages is elimination of frequent launching and recovery.

The refueling "tankers" are modified AJ *Savages*. Fighter planes such as the F9F *Panther* and F2H *Banshee* are being equipped with the refueling system.

Technique of the mid-air refueling is modeled after the British "drogue and probe" method. The plane to be refueled is equipped with a refueling lance which engages a probe in a funnel device fastened to the end of the hose from the "tanker" aircraft. A proper connect is made automatically when the probe engages the drogue. Disconnect results after the refueled planes slow down and allow the "tanker" to pull off the hose. Refueling can be carried out at night and at sufficiently high altitudes to be above most adverse weather.

\$7,000,000 Salvaged

Scrap recovery, one phase of the Navy's conservation program, earned more than seven million dollars during fiscal 1952.

In addition to the sale of all types of scrap amounting to \$7,090,438, the Navy also recovered 4,311,410 pounds of scrap copper which was not sold but re-issued for government use.

The Office of Naval Material reported that the sale of non-metallic scrap including lumber, paper, rubber, textiles and cordage, totaled more than \$60,000.

Brows Resist Radioactivity

Now making their appearance in several Naval Shipyards and other water-side shore activities are steel brows designed for a rapid "wash-down." These overgrown gangplanks are designed this way not so much to make scrubbing down easier on the deckhands as to provide for rapid riddance of radioactivity.

Steel brows themselves are nothing new, although most shipyard brows are made of wood. The new type has advantages over the older-type steel brows and wood brows on two points. The wood in wooden brows soaks up radioactivity like a sponge soaking up water. The new type, having no wood whatsoever in its construction, resists contamination.

Second, the older steel types—while they did not soak up radioactivity—had numerous pockets where radioactive water and dirt could collect. The new type is so constructed that pockets are kept to a minimum.

Built to specifications laid down by the Bureau of Ships, the brows are being made in four sizes: 35 feet-4025 pounds, 45 feet-5175 pounds, 50 feet-7000 pounds, 60 feet-8400 pounds.

Homemade Iron Lung

A small group of Navy men at NAS Corpus Christi, Texas, and some solid citizens from that fair city recently banded together and built a homemade iron lung as their contribution in the fight against polio.

It all started when John Hults, AD1, usN, read an article on how to build an iron lung and saw the possibility of building a lung at the air station by utilizing the talents of the men onboard. He obtained detailed drawings of the iron lung from a magazine on mechanics and contacted local merchants to get an estimate of the cost to build it. He found out that the lung could be constructed for as little as \$260.

When news of the project reached the chairman of the local Foundation for Infantile Paralysis he offered the financial support of his organization. Most of the local merchants refused to accept money for their materials when they discovered the purpose for which the materials would be used.

When the lung was completed it was presented to the Memorial Hospital to aid in the polio battle down Corpus way.

SecNav Sums up Progress in Maintaining Modern Navy

Secretary of the Navy Dan A. Kimball has summed up the steps now being taken to modernize the U. S. Navy, in an address made to veteran servicemen in New York.

Mr. Kimball pointed out that "since the beginnings of modern civilization, seapower has exerted a powerful influence on world events. That influence has increased rather than decreased through the years. Seapower has become so important that this nation cannot expect to survive if it does not maintain an adequate, powerful, modern Navy.



SecNav

"We have modernized most of the vessels we built during World War II and are continuing this program of modernization," he said, "in addition to our modest program of new construction.

"Great advances have been made in the development of guided missiles and in the field of ordnance generally. Sixty percent of all the

ordnance items now being bought are entirely new developments since the end of World War II.

"In the aviation field, we have several planes now coming into production which can out-perform the best planes known to be in the hands of those who oppose our way of life. We have even better aircraft in the developmental stages. All of the aircraft we are now getting are entirely new since the war.

"The most important items, of course, in our new ship construction program are the two carriers of the *Forrestal* class", SecNav stated. "In addition, the contract has been awarded for the building of a large atomic power plant which we plan to use for carrier propulsion. It is my hope that a future vessel of the *Forrestal* class will be atomic powered.

"During the past years I have spoken about the Navy in quite a few places. I have never spoken of the Navy as the arm of the service which, by itself, could win a war. But I have said, and will continue to say that, without a strong Navy this nation would not survive a future war."

Submarine Tows Blimp

That the submarine is a versatile craft is a well known fact. Submarines now carry a new feather in their cap—they tow blimps. *uss Sea Poacher* (SS 406) performed that feat when she took the ZP2K airship K-86 in tow off Key West, Fla.

When both blimp and sub were engaged in hunter-killer exercises some 40 miles off the Florida Keys, the blimp made a low-altitude pass. It was too low. Her propellers struck the waves, fouling up her propulsion. She informed the sub of her condi-

tion. The sub took position for a tow and a tow line soon spanned the two.

The blimp-towing sub then headed for port and at the end of a slow-speed, 40-mile cruise, took the blimp to a shallow-water area near the Key West naval base. An air rescue vessel then took over the towing job and jockeyed the 285-foot blimp to a position some 300 feet off shore.

Aviation authorities both at Key West and at BuAer say that this is the first time an airship has been towed by a surface vessel—and a submarine yet!

YESTERDAY'S NAVY



The first line-of-battle ship, 74 guns, named America was authorized on 9 Nov 1776. CDR R. E. Byrd left Little America on 28 Nov 1929, crossed the South Pole, dropped the American flag there and returned on 29 Nov.

NOVEMBER 1952

SUN	MON	TUE	WED	THU	FRI	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

Father and Son—Vice Admiral and Seaman—Meet in European Theatre



VICE ADMIRAL J. H. Cassady, USN, became Commander Sixth Fleet at ceremonies at Villefranche, France.

Serving in the same general location is an unusual Navy father and son team. The father is Vice Admiral John H. Cassady, USN; the son is Seaman John H. Cassady, Jr., USN. Admiral Cassady is commander of the Sixth (Mediterranean) Fleet and flies his flag in USS *Salem* (CA 139).

Seaman Cassady, who joined the Navy in August 1950, is on duty with the Headquarters Support Activities of CinCSouth, at Naples, Italy. He was born at San Juan, Puerto Rico, in 1925 when his father was a junior officer serving as San Juan (Communication District) district communication superintendent. In travels resulting from his father's oversea's tours, he learned several foreign languages, among them, French and Italian.



SEAMAN J. H. Cassady, Jr., USN, stands on the deck of USS *Salem* (CA 139), flagship of Sixth Fleet.

New Hydrographic Offices

New Hydrographic Distribution Offices have been established by the Navy. The purpose of the new set-up is to speed the flow of nautical and aeronautical charts and publications and other related navigational information to naval ships and aircraft.

One large office has been activated at Naval Supply Depot Clearfield, Ogden, Utah, to serve western continental and Pacific Fleet commands. Another has been established at Naval Supply Depot, Scotia, N. Y., for distribution of material to eastern continental, Atlantic, and Mediterranean commands.

The new distribution procedures and expansion resulted from staff studies at the main Hydrographic Office in Washington. The studies indicated that adoption of this system would provide adequate dispersal of the Navy's supply of navigational charts and publications, and release needed space and personnel for production of charts and publications. The new distribution offices also bring the point of issue of these navigational materials nearer units of the fleet, and they integrate the distribution of hydrographic products with the distribution of other logistic support already provided by the naval supply system.

In addition to the Ogden and Scotia activities, 22 branch hydrographic offices and nine air navigation

offices are located or are being established around the world. These are being expanded and will soon be fully stocked to render further support to the Navy and to serve as local distribution agencies for all charts and publications required by any mariner.

No Escape from Dentist Chair

A Navy mobile dental clinic that provides front line dental care to Leathernecks of the First Marine Division is now operating in Korea. Treatment is rendered wherever the mobile clinic sets up shop, and is in addition to service given at the regular dental clinics of the division.

The mobile dental clinic consists of three truck units, three trailers and the necessary supplies and equipment. It is a self-contained, electrically operated unit. Each truck tows a trailer. One contains housing equipment, records, spare parts and the necessary dental supplies, another a water tank, and the third the electric generator to supply power.

With three dental officers and five dental technicians, the traveling clinic visits all elements of the First Marine Division near the front lines wherever they are bivouacked. This saves the manpower loss previously experienced when dental patients had to be transported to rear area dental clinics for necessary treatment.

Flies 1,238 Miles-Per-Hour

Test pilot and former Navy flyer Bill Bridgeman has flown the Navy's *Skyrocket* D-558-2 higher and faster than anyone else has dared to go. But neither he nor his rocket-powered plane can yet be recognized as holder of any official world record.

The National Aeronautic Association says that no record can be credited since an NAA official did not clock the flights, and the *Skyrocket* did not take off from the ground, as the rules require, but was launched from a B-29 "mother ship".

At a point nearly seven miles above the earth, where there is no oxygen and the temperature is 65 degrees below zero, the B-29 bomber released the *Skyrocket*. The plane shot to more than 12 miles above the earth at tremendous speed. At this terrific pace, the *Skyrocket* burns a ton of liquid oxygen a minute.

For Bridgeman's flight the jet engine was removed to make room for extra fuel tanks for rockets which, set off in succession just a second apart, sent the craft roaring toward the stars.

Although the Navy has just announced the results of Bridgeman's flight, the test pilot performed his feat more than a year ago. It was on 7 August 1951 that the *Skyrocket* rocketed to a new top altitude of 79,494 feet. On a second flight eight days later, Bridgeman hit a top speed of 1,238 miles an hour.

Sea-Going Power Plant

A new sea-going power plant, designed to be speeded into service in the event of a shipyard power failure, is scheduled to join the Navy's expanding and specialized fleet of service craft.

To be the Fleet's largest floating power barge, the mobile plant will be capable of providing the entire electrical power requirements of most Navy shipyards and overseas bases. It could provide about 75 per cent of the power needs of a big yard like New York's.

The ship, being converted for the Navy at Jacksonville by a commercial contractor, is the former Maritime Service *Coastal Racer*, a 7000-ton, 338-foot cargo vessel of 50-foot beam. Conversion work, expected to take about two years, will include the installation of three steam-operated turbines capable of producing a total of 34,500 kilowatts.

The Navy's largest active floating power plant at the present time is the YFP 1, formerly the Maritime vessel *Jacona*, which has an electrical output capacity of 20,000 kilowatts. This vessel has been operating in the Korean area for the past two years.

The new power barge will be designated the YFP 10. Having no means of self-propulsion, the unit will be towed by naval vessels to whatever areas might require emergency power supply services.

ComSubPac Lauds Workers

The close cooperation that exists between the Navy and its civilian shipyard workers has been illustrated in the presentation of a plaque by the yardmen at Pearl Harbor Naval Shipyard to ComSubPac, Rear Admiral C. B. Momsen, USN.

A picture of the presentation ceremony was carried in ALL HANDS in its June 1952 issue (p. 38). However, the photo caption failed to credit the civilian employees of the yard who were mainly responsible.

As to the work Pearl Harbor is now doing, Rear Admiral Momsen announced, "Recently the Pearl Harbor Naval Shipyard completed its first major submarine conversion. The fleet-type submarine *uss Bugara* (SS 331) received a snorkel and other modernization, and is being followed by the submarine *uss Sabalo* (SS 302). These submarines are proof of the yard's capabilities for high-quality submarine work."



OFFICIAL hostess, June Christie is escorted on deck of USS Doyle (DMS 34) as minesweeper is welcomed to Los Angeles after tour in Far Eastern waters.

Chambers Field Honors Pioneer

The main flying field at the Norfolk (Va.) Naval Air Station has been named Chambers Field. This name honors one of the Navy's pioneer aviation figures — Captain Washington Irving Chambers, USN. Captain Chambers, who died in 1934, was associated with naval aviation as far back as 1910.

In those early years, he arranged a series of demonstrations which included the flight of a land-type plane from the bow of *uss Birmingham* (CL 2), the landing of a land-type plane on a platform erected on the

stern of *uss Pennsylvania* (later *Pittsburgh*, CA 4) and tests with the hydroaeroplane — an early form of seaplane.

As a result of these tests — and the captain's enthusiastic recommendations — the first naval air appropriation of \$25,000 was included in the 1912 Naval Appropriation Act. Early in 1911, Captain Chambers was detailed to the full-time job of organizing a naval aviation service.

While on this duty his accomplishments were numerous. The first catapult for Navy aircraft was developed under his direction, he secured allocations of officers and enlisted men for flying duty and he laid out a training program which included the establishment of the Navy's first aviation training school located at Pensacola, Fla.

His most important contribution to aviation was his insistence that progress could be made only on the basis of sound, scientific investigation of all phases of aeronautics. For this reason he advocated the establishment of a national aeronautical research laboratory and interested himself in all aspects of the art of flying, including lighter-than-air craft.

The name for the main field was taken from that of a smaller field northwest of the present strip. Used as a flying field since early 1929, this field had been given the name "Chambers Field." But it was converted to other uses this spring so the name was adopted for the larger field.



SWIM CALL is sounded on board USS Coral Sea (CVB 43) after fleet exercises in the Mediterranean Sea.



QUARTET of Marines entertains troops—with help of guitarist—during a musical held at Korean front.

Blue Goose College

You won't find Blue Goose Junior College on any map but such an outfit once existed. And it played an important role educationally in the life of 35 sailors, too.

Blue Goose takes its name from the nickname of Patrol Squadron 22. The "junior college" came into being about the time the Blue Goose squadron left its home base at NAS Barber's Point, Oahu, early this year for a six-month tour of Far East duty. At that time the squadron's commanding officer learned that about 50 squadron members were not high school graduates. To remedy this situation, the CO established a study program, called it "Blue Goose Junior College" and encouraged the non-high school graduates to hit the books.

With squadron officers as tutors, 35 men enrolled. They studied two hours a day—one hour during the working day, one hour during their off-duty time. Their studies were done through the United States Armed Forces Institute.

Returning to Hawaii six months later, the students took their GED test (high school equivalency). Each of the 35 passed—winning for himself Naval recognition of his status as a high school graduate. Passing also meant a certificate of achievement with which he could apply to the high school of his choice for a diploma.

Front Line Variety Show

Marines on the front lines in Korea are applauding an all-Leatherneck variety show produced by the First Marine Division Band.

Entitled "Stars Without Bars" the show is headlined by a former disc jockey, Private First Class Bob Carpenter, who acts as master of ceremonies.

A 17-piece band directed by Master Sergeant Ken Marshall furnishes the music for the review which features a hypnotist, comedy juggler, hillbilly fiddler, accordionist and a singing quintet called the "Continentials".

The "Continentials"—Privates First Class Bob Paguin, Charles McAllister, Charles Ormsby, Bob Fowler and Corporal Gene Robinson appeared on television before joining the Marine Corps.

Hypnotist Private First Class Leon Ruderman is another veteran of show business, having toured with the USO and entertained on the New York resort-hotel circuit before entering the Marine Corps. For his act, he selects members of the audience and puts them under his spell. Ruderman does so well that the subject, when asked to take a bite out of an onion, will gladly swear it's an apple!

Oxygen-Producing CVBs

Now being installed on the Navy's CVBs are oxygen plants—plants which will enable the large aircraft carriers to make enough breathing-oxygen to supply all their jet plane pilots' needs. The plants also produce nitrogen to meet certain needs of the carrier.

Ordinarily, carriers are dependent upon shore activities for their bottled oxygen. Now, however, by rapidly producing large amounts of it through a liquefaction and distillation process, the carriers have become even more self-sufficient units.

Need for an improved system became evident in 1948 when jet aircraft were first regularly used for shipboard operation. The existing system—compressed-gas cylinders containing 220-cubic feet of oxygen—was overburdened trying to keep up with the demand brought about by use of the jets. Pilots of high-altitude jet aircraft use more oxygen than those flying conventional aircraft.

Comparatively simple to operate,



PIERSIDE SHENANIGANS—"Doctor" from Coral Sea gives once over to an FDR chief just back from the Med.

the new oxygen manufacturing plants use ordinary compressed air as the raw material. The air comes from the ship's high-pressure air system or from independent air compressors installed for that purpose. From the air, liquid oxygen is produced. This is piped to a large oxygen storage tank built on the order of a giant vacuum bottle to hold the cold (minus 297 degrees Fahrenheit) liquid oxygen. When gaseous oxygen is needed, the liquid oxygen is pumped from the storage tank to a heat exchanger. Here it is converted to gas. The gas is led under pressure into the plane's built-in oxygen cylinders.

Not only will these new plants make the carriers self-sufficient in oxygen, they will also provide substantial weight and space savings aboard ship. The complete oxygen-generating system weighs but 10 tons. It would require 545 compressed-gas cylinders, weighing a total of 35 tons empty, to store the same amount of oxygen produced by the new system in five days.

In its liquefaction and distillation process the plant can also produce gaseous nitrogen at the rate of 1500 cubic feet an hour. The nitrogen is compressed in a separate high-pressure compressor and charged into storage flasks. It is later used to purge shipboard gasoline and jet-fuel lines.

An inert gas, it is also used as a protective void around gas storage tanks.

Navy Gridders vs. Pro Champs

The Naval Training Center, San Diego, Bluejackets held the world champion professional Los Angeles Rams to a surprising first-half 10-0 score in the second annual 11th Naval District Navy Relief Charity football game at Balboa Stadium, San Diego.

For the second half, the Rams were opposed by the NAS San Diego Sky-raiders who scored Navy's only touchdown of the game early in the third period. It was Navy's only threat, however, as the Rams went on to win, 45-6.

Service Games to be TV'd

Armed forces armchair football fans should get their fill of televised gridiron contests this fall, if they are stationed ashore.

Through an arrangement between representatives of the four service branches and the Columbia Broadcasting System, a dozen inter-service contests throughout the nation have been scheduled for telecasting each Saturday from 20 September through 6 December.

This is in addition to the regular collegiate contests which may be seen over the National Broadcasting Company-TV network.

An extra attraction for service-game viewers will be special between-halves shows featuring exhibitions by drill squads and bands of activities fielding the teams of the day.

West Coast games will be played at 1100 (Pacific Standard Time) in order that East Coast viewers may watch them in the early afternoon.

The tentative armed forces TV schedule is as follows according to the latest information:

20 September — Naval Training Center, San Diego vs NTC Great Lakes, at Great Lakes.

27 September — Marine Corps Air Station, Cherry Point, N. C. vs Marine Corps Schools, Quantico, Va., at Quantico.

4 October — Fort Lee, Va., vs Fort Belvoir, Va., at Fort Belvoir.

11 October — Fort Knox, Ky. vs NTC Great Lakes, at Great Lakes.

18 October — Fort Jackson, S. C. vs Bolling Air Force Base, Washington, D. C., at Bolling AFB.

25 October — Alaskan Air Force Champions vs Hamilton AFB, Calif., at Hamilton AFB.

1 November — Camp Lejeune,



SCENES like this will be viewed by thousands of football fans as armed forces games are televised this fall.

N. C., Marines vs Quantico Marines, at Quantico.

8 November — Parris Island, S. C., Marines vs San Diego Marines, at San Diego.

15 November — Randolph AFB, Texas vs Bolling AFB, at Bolling AFB.

22 November — Fort Belvoir vs Quantico Marines, at Quantico.

29 November — NTC San Diego vs MCRD San Diego, at Balboa Park, San Diego.

The 6 December opponents were yet to be announced. Also planned is a post-season all-service championship contest.

Navy Tankmen Busy

Navy swimmers are doing a lot of splashing here and there across the nation as naval district tournaments are winding up for the 1952 season.

In the 12th ND competition, tankmen of NAS Oakland amassed a total of 30 points to win their third consecutive district championship. Runner-up honors were taken by Monterey Post Graduate School with 19 points. Treasure Island finished third with 13 points and NAS Alameda was fourth with 11 points. The champion Oaklanders later added to their trophy collection by winning the annual 12th ND Invitational Swimming and Diving Tournament.

The 11th ND championship (men's division) was annexed by Naval Training Center, San Diego. This gave the Bluejackets possession of the district cup for the second year in a row. Final standings were: NTC San Diego, 121; AirPac, NAS San Diego, 55; Camp Pendleton (USMC) 27; MCRD San Diego, 10; NAS Los Alamitos, 10; *uss Pickaway* (APA 222), 6; *uss James E. Kyes* (DD 787), 2; NAMTC Point Mugu, 1; *uss Valley Forge* (CV 45), 1. The women's division was won by MCAS El Toro mermaids who out-swam MCRD San Diego 57½ to 41½.

The championship of the 9th ND was won by Great Lakes NTC Recruit Training Command swimmers who outpointed second-place Naval Hospital Great Lakes 51 to 42. Third team spot was taken by Great Lakes Service School Command (22), and NAS Glenview (15) was fourth.

The Middle Atlantic Inter-Service



NO HIT HURLER — Jon Mayreis, SA, USN, fanned 16 as CinCLant defeated MinLant in first game of Atlantic Fleet tournament at Camp Lejeune, N. C.



THIS SLIDE into third made a good action photo but didn't help NORA player, Mary Lou Kelly, tagged out by Nina Honaker during D.C. girls' league game.

Athletic Conference tank title was won for the second straight year by FMFLant swimmers of MCAS Cherry Point, N. C. Held at Fort Myer, Va., this year's MAISAC saw the Marines tally 63 points to lead seven other teams to victory. Others, in order of finish by team point scores, were: NAS Norfolk, 51; Atlantic Amphibious Command, 43; Fort Lee, Va., 9; NAS Patuxent, Md., 3; Naval Receiving Station, Anacostia, D. C., 1; Fort Myer, Va., 0; Fort McNair, D. C., 0.

Navy Girls Win D. C. Title

The Class "B" title of the 1952 District of Columbia girls softball league has been won by the Naval Operations Recreation Association team. The NORA girls edged the Army Quartermaster team, 4-3, in the final game.

Earlier in the season, NORA had swamped BuSandA's outfit, 15-2, for the Navy Department league trophy.

Managed by Wayne "Coach" Morrison, YN2, USN, of the Navy Department Ships Histories Branch, NORA went through an undefeated season with 12 straight wins.

Wins Model Plane Honors

A second-place prize in the senior jet plane division of the 21st Annual National Model Airplane Championships was won by Lloyd Zink, ATAN, USN, of Naval Auxiliary Air Station, San Ysidro, Calif. Zink flew his miniature jet at a speed of 123.54 mph. A Sheppard Air Force Base, Tex., entry was clocked at 143.54 mph for first place.

This year's meeting was conducted at Naval Air Station, Los Alamitos, Calif., under the co-sponsorship of the National Exchange Club and the Navy. It was the fifth year the Navy has co-sponsored the national event. Last year's contest was held at NAS Dallas, Tex.

More than 1000 entrants from the U. S., Canada, Mexico and Hawaii took part in the 1952 championships.

14th ND Volleyball Champs

Netmen of Fleet All Weather Training Unit Pacific of NAS Barbers Point, Oahu, T. H., have been crowned 14th Naval District volleyball champions.

The FallWeaTraPac team, selected and coached by player-manager M. F. Gannon, AOC, USN, took seven games in the final playoffs for the title.

Touch Football League

Touch football has become so popular around the San Diego area that a district-wide league has been added to the 11th Naval District fall sports program.

All service units, activities and ships of the 11th ND have been invited to enter teams.

Awards will be presented to the winners of various minor leagues, and a perpetual district trophy will go to the victor of the final district inter-league playoffs.

African Volleyball Champs

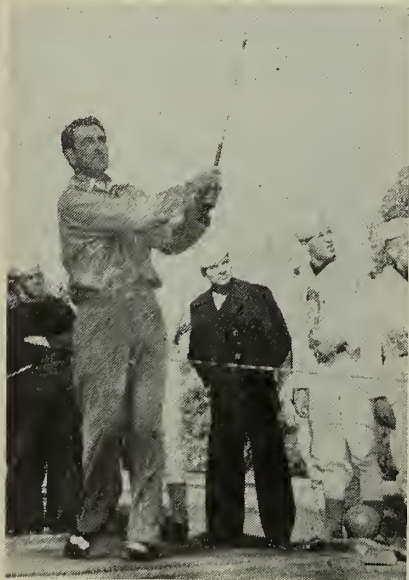
A squad of netters from U. S. Naval Air Facility, Port Lyautey, French Morocco, has captured the first annual North African Inter-Service Volleyball Championship.

The contest was a double-elimination tournament held at the Centre d'Entrainement Physique Militaire in Rabat, the capital of French Morocco. In addition to the Port Lyautey squad, other teams to compete were three French Air Force aggregations from Rabat, Meknes and Fez, and the Nouasseur and Sidi Slimane U. S. Air Force teams.

The Port Lyautey team was led by Player-Captain Lieutenant (junior grade) John Robertson, USN, who was voted an All-American volleyball honorable mention in 1951 while playing for the Knoxville (Tenn.) YMCA.

Other members of the Naval Air Facility championship team were Carl Crawford, RMSN; Carl Haines, CT3; Joseph Galloway, ACCA(T); Francis Pittman, TESN; Fred Meyers, CN; Leon Winchester, AL2; Robert Cobb, SA; John Manning, AD3; Charles Fleming, AC3; and William Overfield, YN3.

With the victory went a large silver trophy cup which the players presented to the commanding officer of the Port Lyautey facility to be retained in the base trophy case until the 1953 tournament.



GOLFER Lloyd Mangrum shows his technique to interested Navy recruits on Sail-Ho course at NTC San Diego.

Marines Win 'Free-Throw' Title

The National YMCA Basketball Free-Throw Tournament has been won for the second consecutive year by Marine Corps Recruit Depot shooters of San Diego. Individual honors were taken by Marine Gray Filbert who scored 96 baskets out of 100 throws. Filbert and four other members of the San Diego team turned in an average of 94.6 to top a dozen other teams and nearly 200 contestants entered in this year's competition.

Navy Golfers Win Laurels

The third annual Chicago Area Inter-Service Athletic Conference Golf Tournament, held at NAS Glenview, Ill., was won by NTC Great Lakes. The training center's four-man team carded a low total of 925 over a 54-hole route to lead second-place Camp Atterbury, Ind., linksmen who scored 963 strokes. NAS Glenview was third with a team total of 973, and Fort Custer, Mich., finished fourth with 978.

Other foursomes entered in this year's CAISAC tourney, in order of finish, represented Headquarters, Illinois Military District, Chicago; Fort Sheridan, Ill.; Headquarters, Fifth Army, Chicago; Mitchell Field, Milwaukee, Wis.; and O'Hare Air Force Base, Park Ridge, Ill.

Elsewhere around the links, the San Diego Naval Training Center annexed the Western States Service Golf Championship.

The 13th ND tourney was taken by a Sands Point foursome from NAS Seattle, Wash., who shot a 54-hole course in 910. Other teams competing, and their scores, were Whidbey (958), Tongue Point (959), RecSta Seattle (963) and Bremerton (988).

In the Atlantic Fleet golf championship finals for 1952, individual trophies were won by Lieutenant J. W. Colter, Staff, ComAirLant; R. L. Tansey, BMU2, ComPhibLant; W. H. Foulk, ADC, VS-913; Lieutenant (junior grade) C. D. Neithamer, ServLant; Lieutenant William Whistler, TACRon 6; B. L. Fautaux, AN, VC-33; Ensign R. K. Fontaine, USS Mt. Olympus (AGC 8); and J. R. Broadwater, CSC, DesLant.

The Cruiser Atlantic Fleet (Individual) Golf Tournament, held at Norfolk, was won by Jarrold S. Dove, SN, and Paul J. Hooton, SN, both of USS *Newport News* (CA 148).

SIDELINE STRATEGY

Last month ALL HANDS reported on the Olympic games at Helsinki, covering the brilliant achievements of Navy, Marine and Coast Guard personnel, accounting for honors in nine different competitions.

In the Olympic final reports the names of some highly touted Navy athletes were missing. What happened? The answer is that injuries took their usual fateful toll—injuries to several top competitors.

For instance, Dick Attlessey, SN, usn, of NAS Los Alamitos, Calif., a world record-holding hurdler, seemed a cinch for an Olympic berth. In the final U.S. team-qualifying trials at Los Angeles, however, Attlessey limped across the finish line in last position, forced out of competition by a strained leg.

Then there was Lieutenant Charles Shuford Swift, usn. He qualified for the 1952 Olympic mat squad (147½-pound) by going undefeated through the U.S. finals at Ames, Iowa. However, while in a training match prior to departure for Helsinki, he broke a leg.

Among those who did make the voyage to Finland this year was Lieutenant Commander Walter Blattmann, usn, outstanding gymnast and only armed forces representative on the American gym team. He specializes in horizontal bar and rings exhibitions. In early contests at Helsinki he strained an arm. It helped to keep him from gaining a prize spot in the games.

Ronald Rhoads, AN, usn, of NAS Atlantic City, and his brother David, a San Jose State Naval Reserve division member who plans to enter the Regular Navy, were members of the U.S. Olympic cycle team. In the final 120-mile road race, the brothers both took a bad spill onto the paved and gravelled course after completing 17 laps.

Lieutenant Josiah Henson, usn, the 1952 NAAU mat champ in the 136½-pound class, managed to take a third-place Olympic bronze medal despite the fact that he had been hospitalized for a week with a fractured cheekbone, broken nose and slight brain concussion suffered in an early Olympic elimination round.

Ensign Allen Stack, UNSR, defending 1948 Olympic 100-meter backstroke swim champion, was expected to be among the first three place finishers in this year's games, judging by past times, but came in fourth instead. That was because one day, between qualifying trials, he was riding a motor scooter through the Olympic village of Kaepylac. The scooter struck a hard pile of dirt and Stack went flying over the handlebars, landing on his head and one hand. But he still competed in the final Olympic heats.

Accidents had their effects all right—they always do. But the risk is part of the thrill of the Olympics.—E. J. Jeffrey, IOC, usn.



NEWS OF OTHER NAVIES

With this issue **ALL HANDS** inaugurates a new section which will appear from time to time covering news items of interest concerning navies of other nations.

★ ★ ★

AUSTRALIA—A naval construction program which will add four new destroyers to the Royal Australian Navy is now underway.

The destroyers will be of the *Daring* class (see next page), a class of post-war design which incorporates many of the lessons learned in early experimentation with atomic explosions.

In addition to the four destroyers, other units of the R.A.N. will be modernized. The cruiser *Hobart* will be brought up to date under the program while five Queensborough-class ("Q-class") destroyers will be converted to anti-submarine frigates. The Q-class ships displace 1705 tons standard and are rated at 32 knots.

Money under the current program will also be spent on new accommodations for Australian naval personnel at the Manus Island naval and air base in the Admiralty group and at the torpedo anti-submarine school at South Head, Sydney.

★ ★ ★

PERU—Two new submarines are under construction for the Republic of Peru.

The vessels, named the *Tiburon* and *Lobo*, will be completed for delivery in 1954. Combining the ideas of Peruvian and American designers, the submarines will feature a streamlined design, a lighter-weight engine and a snorkel—the familiar breathing tube that allows a submarine to remain submerged for long periods of time.

Construction will be similar to U.S. submarines with special emphasis being placed on living conditions in order to get the most out of the limited space and provide the maximum comfort for crew members.

The submarines are being built under a private contract at Groton, Conn. The U.S. Navy is making available certain of its own special submarine devices for installation in these vessels.

★ ★ ★

GREAT BRITAIN—Some fast patrol vessels in the British Navy, such as motor torpedo boats and motor gunboats,

are to be equipped with a new high-power diesel engine known as the "Deltic".

The Deltic, stated to be of "revolutionary design", takes the form of an opposed piston two-stroke-cycle engine with a power rating up to 2,500 brake horsepower and is constructed in a triangular form (like the Greek letter Delta) with three crankshafts.

The new engine was designed for the British Navy, which for a long time has been concerned about the danger of fires when using gasoline engines in high-speed fighting craft.

★ ★ ★

NETHERLANDS—The Dutch Navy is building 32 minesweepers and four radar stations which will strengthen the coastal defenses of the Netherlands.

Fourteen of the minesweepers will be constructed at the expense of the Netherlands budget while the remaining 18 will be provided from U.S. funds set aside under the Mutual Security Act.

In another development, the Dutch have announced that plans are underway for four radar stations to be constructed around Rotterdam, Holland. These stations will promote ship safety and help harbor pilots guide vessels into port during foggy weather.

Each harbor pilot, going out to bring a vessel in, will carry a portable radio-telephone. By keeping in constant contact with one or more of the shore-based radar stations, he will be able to guide his vessel into the harbor.

★ ★ ★

FRANCE—The French Navy has announced that it intends to add 17 new minesweepers to its coastal fleet. The first of these vessels, the one that will be used as the model for the rest, has been laid down at the Naval Arsenal at Cherbourg.

Known as *D.1*, the minesweeper is being constructed on general dimensions furnished by the British Navy. Its construction is of a special type—the first requirement being a minimum of magnetism. The hull is of aluminum and wood, a unique combination which raised a number of problems in the manufacture of plates and sections as well as in the shaping of the wood.



FRENCH cadet enjoys training at NAS Corpus Christi, Texas. Right: Two Uruguayan warships visit San Juan, P.R.

THAILAND—The Fleet Training Center at the San Diego (Calif.) Naval Station is offering two-week courses to members of the Thailand Navy under the Mutual Defense Assistance Program.

The Thailanders are taking courses that range from navigation to damage control. Some gunnery students will receive advanced instruction at the Fleet Gunnery and Torpedo School. Other special courses are offered at the Sonar School and CIC Team Training Center on Point Loma.

Eighteen Thai officers and 122 enlisted men arrived at the Center aboard two ships transferred to them as another part of MDAP.

The ships, *PC-1* and *PC-2* became official members of the Thailand Navy at Seattle, Wash., last June 4.

★ ★ ★

ITALY—A certain destroyer in the Italian Navy symbolizes the friendship that exists between the U.S. and Italy through the kindness shown to an American mother whose only son was killed in battle.

The Italian destroyer *Andromeda* was once the U.S. Navy ship *uss Wesson* (DE 184) and was named in honor of Lieutenant (junior grade) Morgan Wesson who was killed in action in the Pacific during World War II.

In January 1951 *uss Wesson* was turned over to the Italian Navy under the Mutual Defense Assistance Program and renamed *Andromeda*. The night before *Andromeda* was to sail from New York for Italy a letter from Lieutenant Wesson's mother arrived on board.

Mrs. Wesson wrote that the change of the ship's name was like losing her son for the second time. She asked that the ship's new commanding officer write to her once a year and let her know of the ship's activities.

The Italian skipper agreed and her request has been observed by each succeeding commanding officer.

But the Italians wanted to do more than just write a yearly letter. So they had a special medallion struck for her which shows on one side a picture of *Andromeda* racing through the seas and on the reverse side a scene depicting the Grecian myth of Andromeda after which the ship was renamed.

★ ★ ★

CANADA—HMCS *Magnificent* was one of five aircraft carriers to take part in "Exercise Castanets", an international maneuver designed to test the ability of the air and sea forces of North Atlantic Treaty countries to cooperate in protecting trade in the eastern Atlantic, English Channel and North Sea.

Ships and aircraft of nine NATO nations took part. These included a battleship, five aircraft carriers, three cruisers, three minelayers, 45 destroyers and escorts, over 70 minesweepers, numerous small craft and about 400 aircraft.

More than 100 warships and navy auxiliaries were provided by NATO countries to act as ships in convoy, and ship owners cooperated by flying special signals in suitable fast ships in the area to mark them as independently routed ships open to attack by the "cnemy".

The "enemy" was a formidable one, well supplied with all known weapons of attack against shipping—submarines and E-boats for torpedo attacks, surface ships, aircraft and submarines for minelaying, land and carrier-based strike aircraft, and surface raiders.



BRITISH new anti-submarine weapon, *Squid*, is loaded on quarterdeck of the new destroyer, *HMS Daring*.

GREAT BRITAIN—A novel anti-submarine weapon which can hurl big mortar shells from a launcher on a ship's stern right over the ship itself and into the water 300 yards ahead of the speeding vessel has been revealed by the British Navy.

Called "the Squid," the weapon is a three-barreled mortar which can fire its pattern of shells into the water ahead while the ship continues to "hold" its underwater contact with its sub-detection equipment. This gives the ship the same advantage of constant contact enjoyed by other ships equipped with ahead-thrown weapons.

The highly destructive bombs are built for a set-depth explosion. They are said to be able to split open the hull of even the most rugged submarine.

Many destroyers of the Royal Navy carry both the *Squid* and the conventional "ash can" depth charges. Later types, however, like the new *Darings*, carry only the *Squid*.



CANADIAN vessel, *HMCS Ontario*, was one of 18 ships from three nations taking part in west coast exercise.

THE BULLETIN BOARD

Revised Clothing Allowances Set Reduced Payments for EMs

Recent changes in the clothing regulations issued for all the armed services have brought about a revision to the clothing allowances payable to Navy enlisted personnel. Included in these new instructions is a reduction of the initial clothing monetary allowance and of the maintenance allowances. In general, the following rates apply:

(1) The initial clothing monetary allowance for enlisted men is \$165.50; reduced from \$223.90. The allowance for enlisted women is \$244.30; reduced from \$310.15.

(2) The basic maintenance allowance applicable to men and women who receive the initial clothing monetary allowance is \$4.20 monthly. The previous rate was \$5.10.

(3) The standard maintenance allowance applicable to men and women who receive the initial clothing monetary allowance is \$6.00 monthly. The previous rate was \$7.20.

(4) The special initial clothing monetary allowance (which includes the allowance payable to male PO1s upon advancement to CPO (except members of the U.S. Navy or Naval Academy Band) continues to range from \$150 to \$300.

(5) The basic maintenance allowance applicable to enlisted men who receive the special initial clothing monetary allowance (except the special initial clothing monetary allowance for civilian clothing) is \$6.00 monthly. The previous amount was \$7.20.

(6) The standard maintenance allowance applicable to enlisted members who received the special initial clothing monetary allowance is \$7.20 monthly. The previous rate was \$8.40.

The *initial clothing monetary allowance* is payable to enlisted personnel upon first enlistment in the Regular Navy or upon reenlistment in the Regular Navy, subsequent to the expiration of three months from date of last discharge. It is also payable to—

- Enlisted personnel upon reenlistment in the Regular Navy following discharge from the Army, Air Force, or Marine Corps.
- Naval Reservists upon first re-



"What do you want?"

porting for active duty (except active duty for training) for a period of more than six months or upon recall to active duty (except active duty for training) for a period of more than six months after the expiration of three months from date of last discharge or release from active duty. However, only one such entitlement will accrue during any period of enlistment or reenlistment.

- Prisoners restored to duty after being sentenced to confinement and punitive discharge.

- Enlisted personnel of the Navy, other than CPOs, serving as warrant officers or commissioned officers under temporary appointment—who revert to enlisted status to serve on active duty other than for purposes of retirement. Only one such allowance will accrue during any period of four consecutive years.

- Retired enlisted personnel (including Fleet Reservists) recalled to active duty at any time later than three months after date of last release from active duty or date of retirement. Only one such allowance will accrue during any period of four consecutive years.

In most cases, however, you will see very little of this money. Most of it is charged against clothing issued to you at the beginning of basic training (if you are a recruit) or at the receiving station (if you are ordered to active duty). The remaining cash is credited on your pay record.

Enlisted men entitled to the initial clothing monetary allowance of \$165.50 are credited with the new initial clothing monetary allowance in two increments of \$4.75 and \$160.75. Enlisted women entitled to the initial clothing monetary allowance of \$244.30 are credited with the new initial allowance in two increments of \$38.75 and \$205.55. The first increment of \$4.75 for men and \$38.75 for women is payable immediately and will be used for the cost of alterations and purchase of insignia by men and for the cost of alterations and purchase of insignia, lingerie and personal items by women. The second increment—that is, the amount against which clothing issues are checked, will not be payable in cash to the member until recruit training is completed (for recruits) or until six months after date of entitlement to the initial allowance (for those not required to take recruit training).

The *basic maintenance allowance* applicable to those men and women who receive the initial clothing monetary allowance—see paragraph (2) above—works as follows: credit for this monthly allowance begins to accrue six months and a day after the date of entitlement to the initial clothing monetary allowance. It continues during the first three years of active duty. In general, one half of the monthly credit appears in the sum opposite your name on the semi-monthly pay list.

The *standard maintenance allowance* applicable to those men and women who receive the initial clothing monetary allowance—see paragraph (3) above—works as follows: credit for this monthly allowance begins to accrue three years and a day after the date of entitlement to the initial clothing monetary allowance. This allowance remains in effect until the member becomes eligible for a maintenance allowance for the special initial clothing monetary allowance.

The *basic maintenance allowance* for those members entitled to the *special* initial clothing monetary allowance (except the special initial

clothing allowance for civilian clothing) — see paragraph (5) above — works as follows: credit for this begins to accrue on the day following the date of entitlement to the special initial clothing monetary allowance and continues in effect for a three year period. This is a recent change. Prior to 1 July 1952 the basic maintenance allowance began to accrue six months and a day after the date of entitlement to the special initial clothing allowance.

The standard maintenance allowance, mentioned in paragraph (6) above, begins to accrue three years and a day after the date of entitlement to the special initial clothing monetary allowance (except the spec-

ial initial clothing monetary allowances for civilian clothing).

The special initial clothing monetary allowance is prescribed for enlisted members who are required to wear individual clothing of a type (other than special dress uniforms) not customarily required for the majority of enlisted personnel in the Navy.

Some of those entitled to this allowance are:

- Male PO1s upon advancement to CPO (except members of the Navy or Naval Academy Band).
- Male POs and below assigned to the Navy or Naval Academy Band.
- Male CPO's of the Fleet and Naval Reserve recalled to active duty — provided they meet certain requirements as provided in the Bureau of Supplies and Accounts Manual.
- Certain members of the Insular Force of the Navy.

Temporary Advancements for Commissioned Warrant Officers

Commissioned warrant officers of the Regular Navy and Naval Reserve on active duty—420 of them—have been promoted from pay grade W-2 to W-3. A small number of CWOs in pay grade W-3 have also been selected for assignment to pay grade W-4—top rung in the warrant officer ladder. Names of those selected are listed in BuPers Circ. Ltr. 114-52 (NDB, 30 June 1952).

CWOs selected for W-3 grade are those whose commissioned service dates from 30 June 1945 or earlier. CWOs selected for assignment to W-4 grade are those who will have completed 12 years of commissioned (warrant) service by June 1953. In all cases, assignments are temporary.

The new W-3 CWOs take the effective date of appointment for pay purposes as of 1 July 1952. No waiting list was established for those in this category. The selected W-3 CWOs will be individually notified by the Chief of Naval Personnel of their temporary assignment to W-4 grade when they have completed the necessary service. Some of these officers are serving under temporary appointments in the grades of ensign or above. The directive states that they are not entitled to the pay or allowances of the assigned warrant grades while serving in the higher rank.

Chief Retiring after Thirty Years Begins College Career

After 30 years of naval service most Navymen retire to coastal towns where they meet daily with other old timers on the sea wall and talk about the "old Navy." But not Chief Hospital Corpsman Samuel E. Kahle, usn, (Ret.) of Long Beach, Calif. It's back to school for him. He will prepare for a second career in real estate at a local college.

A native of Williamsport, Pa., Chief Kahle first enlisted in June 1921. Navy ships that have been his home include the battleship *Wyoming* (back when she was a coalburner), the destroyer tender *Whitney*, the heavy cruiser *Salt Lake City*, the hospital ship *Relief*, minesweeper *Pelican* and fleet tug *Pinola*.

In keeping with Navy Hospital tradition, he served also with the Marines—on two occasions. His first tour was with the 2nd Marine Brigade; his second with the First Marine Division. In September 1950 he landed with the first Marines at Inchon, Korea, and in December endured the trek from Chosin Reservoir to Hungnam. This rugged duty didn't seem to deter the old timer. Back in Hungnam he proceeded to ship over for the last cruise of his naval career.

Now he's a college student working on his second "30" as a civilian.

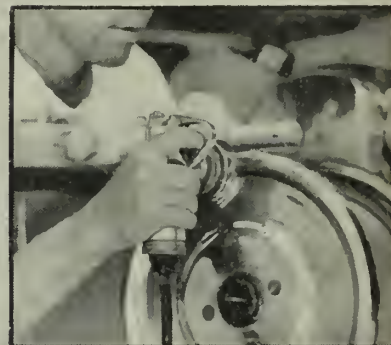
QUIZ AWEIGH

This month's quiz contains questions concerning submarine and surface sailors, as well as the Navy's airmen. Can you answer them all?



1. USS Cubera (SS 347) has a complement of (a) 110, (b) 85, (c) 39.

2. The streamlined design gives her a submerged speed of about (a) 12 knots, (b) 15 knots, (c) 17 knots.



3. This sailor, manning his gun station, has on itchy finger on the (a) firing plunger, (b) firing mechanism safety latch, (c) firing key.

4. This type of control is used primarily in (a) electrical firing, (b) percussion firing, (c) electrical and percussion firing.



5. The mark at left is worn by (a) air controlmen, (b) aviation ordnance men, (c) aviation electrician's mates.

6. The man sporting the glabe at the right would be (a) an I.C. electrician, (b) a communications technician, (c) an electrician's mate.

ANSWERS TO QUIZ ON PAGE 53

Navy Training Courses Will Help You Advance in Rating

If you are an enlisted man in the Navy you know that before you can advance to a higher rate, you must pass the service-wide competitive exam for advancement in rating. But in order to take this exam you must first successfully complete the Navy training course applicable to your rating.

If there doesn't happen to be a course available in the rate you are striking for, you can find out what publications to study by referring to *Training Courses and Publications for General Service Ratings*, NavPers 10052.

In time, there will be a Navy Training Course for every general service rate in the rating structure. Many existing training manuals have been revised to keep pace with developments in the fleet and will be written as new ratings are established.

These pocket-size training course books, put out by the Bureau of Naval Personnel, are used throughout the fleet. Well over 170 courses have now been written and distributed to Navymen everywhere.

These training courses are not to be confused with enlisted *correspondence courses*. Correspondence courses include written lessons which must be forwarded regularly to the Navy's correspondence course center. Correspondence courses, however, use training course manuals for their texts.

Training courses are available from your ship or station training officer or from the information and educational office.

Reservists on inactive duty may obtain training courses from either their commanding officer, in the case of a man in the Organized Reserve, or

from their district commandant, in the case of a Volunteer Reservist.

Ask only for courses which pertain to your rating. Reservists applying for training courses from district commandants must give full name, rate, service number, address and the title and NavPers number of the course desired.

Here is a complete list of Navy training courses now available. If your rating appears under "Applicable Ratings" you will be interested in the information contained in all or part of that training course book. However, only certain training courses are required at any particular rate level. See *Training Courses and Publications for General Service Ratings*, NavPers 10052, available from your training officer, for specific details on courses required at each grade level.

Title of Course	NavPers No.	Applicable Ratings
General Training Courses		
General Training Course for Petty Officers, Part 1	10602-A	All ratings
Ship Activation Manual	10075	" "
Use of Navy Training Courses	10050-A	" "
The Bluejackets' Manual	Published by the U.S. Naval Institute and available at Navy Exchanges.	
Training Courses and Publications for General Service Ratings	10052	All ratings
Your Navy	10600	" "
This Is Your Navy	Published by the U.S. Naval Institute and available at Navy Exchanges	

Basic Training Courses		
Mathematics, Vol. 1	10069-A	As appropriate
Mathematics, Vol. 2	10070-A	" "
Advanced Mathematics	10071	FT, DM, AT
Blueprint Reading	10077	DM, MM, MR, BT, EN, EM, ME, FP, DC, PM, ML, CE, CM, BU, SW, UT, CN, AD, AM, AE, AO, AT, AL, AB, TD.
Electricity	10622-B	SO, TM, GM, FC, FT, MN, ET, IM, TE, RM, DM, MM, MR, EM, IC, FN, CE, AE, TD, AN.
Hand Tools	10306-A	AD, AM, AE, AO, AT, AL, AB, PR, TD.
Use of Tools	10623-A	TM, MM, BT, EN, EM, IC, ME, FP, ML, FN, CE, CM, BU, SW, UT, CN.
Basic Machines	10624	TM, IM, DM, MR, CM, TD
Handbook of Survival in the Water	16046	All ratings

Title of Course	NavPers No.	Applicable Ratings
Deck Group		
Seaman	10120-A	SN
Boatswain's Mate 3 & 2	10121	BM
Boatswain's Mate 1 & C	10122-A	BM
Cargo Handling	10124	BM, SW
Net and Boom Defenses	10142	BM
Quartermaster 3 & 2, Vol. 1	10149	QM, RD
Quartermaster 3 & 2, Vol. 2	10150	QM, BM
Quartermaster 1 & C	10127-A	QM
Introduction to Communications	10129-A	QM
Manual for Buglers	10137-A	QM
Sonarman 3 & 2, Vol. 1	10138	SO, ET
Sonarman 3 & 2, Vol. 2	10139	SO, ET
Sonarman 1 & C	10140	SO, RD
Radarman 3 & 2	10146-B	RD, AC

Ordnance Group		
Torpedoman's Mate 3 & 2	10017-A	TM, GM
Torpedoman's Mate (E) 3 & 2	10053	TM
Torpedoman's Mate 1 & C	10157	TM, GM, MN
Gunner's Mate 3, Vol. 1	10158-A	GM, MN, BM
Gunner's Mate 3, Vol. 2	10182	GM
Gunner's Mate 3, Vol. 3	10183	GM, MN
Gunner's Mate 2, Vol. 1	10011-A	GM, RD
Gunner's Mate 2, Vol. 2	10011-B	GM
Gunner's Mate 1 & C	10009-A	GM
Fire Controlman 3, Vol. 1	10163-A	FT
Fire Controlman 3, Vol. 2	10164-A	FT
Fire Controlman 2, Vol. 1	10035-A	FC, FT
Fire Controlman 2, Vol. 2	10035-B	FC, FT
Fire Controlman 2, Vol. 3	10035-C	FC, FT
Fire Controlman 1 & C, Vol. 1	10168-A	FC, FT
Electricity for Fire Controlmen and FC Technicians, Vol. 1	10170	FC, FT, IC
Electricity for Fire Controlmen and FC Technicians, Vol. 2	10171	FC, FT
Mineman 3 & 2	10063	MN

Electronics Group		
Essentials of Mathematics for Electronics Technicians	10093-A	ET
Advanced Mathematics for Electronics Technicians	10094	ET

Title of Course	NavPers No.	Applicable Ratings
Electronics Technician 3	10145-A	ET, SO, IC, AT, AL, TD
Electronics Technician 2, Vol. 1	10190	ET, SO, AT
Electronics Technician 2, Vol. 2	10191	ET, AT

Precision Equipment Group

Instrumentman 3 & 2	10193	IM
Instrumentman 1 & C	10194	IM
Opticalman 3, Vol. 1	10196	OM, IM
Opticalman 3, Vol. 2	10197	OM
Opticalman 2, 1 & C	10198	OM

Administrative and Clerical Group

Teleman	10220	TE
Navy Mail	10431-A	TE
Radioman 3 & 2	10228	RM
Radioman 1 & C	10229	RM
Introduction to Radio Equipment	10172	RM, ET
Yeoman 3 & 2	10240-A	YN, MA
Yeoman 1 & C	10241-A	YN
Shorthand Textbook	10612	YN
Shorthand Workbook	10613	YN
Advanced Shorthand	10614	YN
Gregg 3,000 Navy Terms	10617	YN
Personnel Man 3	10256-A	PN
Personnel Man 2	10257	PN
Personnel Man 1 & C	10258	PN
Storekeeper 3 & 2	10269-A	SK
Storekeeper 1 & C	10270-A	SK
Workbook for Basic Supply and Basic Disbursing	10271-B	SK
Workbook for General Storekeeping, Vol. 1	10272-A	SK
Workbook for General Storekeeping, Vol. 2	10273-A	SK
Disbursing Clerk 3 & 2	10274-A	DK
Disbursing Clerk 1 & C	10275	DK
Workbook for Disbursing Afloat	10276-A	DK
Workbook for Basic Supply and Basic Disbursing	10271-B	DK
Commissaryman 3 & 2	10279	CS, SH
Commissaryman 1 & C	10280-A	CS
Baker's Handbook	10284	CS
Ship's Serviceman 3 & 2	10286-A	SH
Ship's Serviceman 1 & C	10287	SH
Ship's Serviceman Tailor Hand- book	10288	SH
Ship's Serviceman Cobbler Hand- book	10289	SH
Navy Editor's Manual	10293	JO

Miscellaneous Group

Lithographer 3 & 2	10450	LI, PI
Lithographer 1 & C	10451	LI
Printer 3 & 2	10457	PI, LI

Engineering and Hull Group

Fireman	10520	FN
Machinists' Mate 3 & 2	10524	MM, OM
Machinists' Mate 1 & C	10201	MM, MR
Machinery Repairman 3 & 2	10530	MR
Boilerman 3 & 2	10535-A	BT
Boilerman 1 & C	10536	BT
Engineman 3 & 2, Vol. 1	10541	EN
Engineman 3 & 2, Vol. 2	10542	EN
Electrician's Mate 3	10548-A	EM, IC
Electrician's Mate 2	10549	EM, IC
Electrician's Mate 1 & C	10550-A	EM, IC, CE
Gyro Compasses	10606	IC
Metalsmith 3 & 2	10565-A	ME, ML, MR, BT
Metalsmith 1 & C	10566-A	ME, ML
Pipefitter 3 & 2	10592-A	FP
Pipefitter 1 & C	10593	FP
Damage Controlman 3 & 2	10571-B	DC, ME, PM, AB
Damage Controlman 1 & C	10572	DC, PM
Pattern Maker 3 & 2	10578	PM

Title of Course	NavPers No.	Applicable Ratings
<i>Construction Group</i>		
Constructionman	10630	CN
Surveyor 3 & 2	10632	SV, DM
Surveyor 1 & C	10633	SV, DM
Construction Electrician's Mate 3 & 2	10636-A	CE
Construction Electrician's Mate 1 & C, Vol. 1	10637	CE
Driver 3 & 2	10640-A	CD
Driver 1 & C	10641-A	CD
Mechanic 3 & 2	10644-A	CM, CD, UT
Mechanic 1 & C	10645	CM
Builder 3 & 2	10648-A	BU
Builder 1 & C	10649	BU
Steelwarker 3 & 2	10653-A	SW, BU
Steelwarker 1 & C	10654	SW
Utilities Man 3 & 2	10656-A	UT
Utilities Man 1 & C	10657	UT

Aviation Group

Introduction to Aircraft	10303-A	AC, AN
Advanced Work in Aircraft Radio	10314	AT, AL, TD
Advanced Work in Aircraft Electricity	10316	AE, AO
Aviation Electrician's Mate, Vol. 1	10319	AM, AE
Aviation Electrician's Mate, Vol. 2	10320	AD, AE
Aircraft Welding	10322-A	AM
Aircraft Structural Maintenance	10329	AM
Aircraft Materials	10330	AD, AM
Aircraft Hydraulics	10332-A	AD, AM, AO, TD
Aircraft Engines	10334-A	AD
Aircraft Fuel Systems	10335	AD
Aircraft Propellers	10336	AD
Aircraft Armament	10341	AO
Aircraft Fire Control	10342	AO
Aircraft Munitions	10343	AO, AN
Aircraft Turrets	10344	AO
Aircraft Survival Equipment	10352	AD, PR, AN
Parachute Rigger, Vol. 1	10356	PR
Parachute Rigger, Vol. 2	10357	PR
Aerology, Vol. 1	10361-A	AC, AG
Aerology, Vol. 2	10362	AC, AG
Photography, Vol. 1	10371	PH, JO, LI
Photography, Vol. 2	10372	PH
Aviation Boatswain's Mate, Vol. 1	10382	AB
Aviation Boatswain's Mate, Vol. 2	10383	AB
Aviation Supply	10394-A	AD, AM, AE, AO, AT, AL, AB, PR, TD, AK
Flight Engineering	10395-A	AD
Aviation Storekeeper, Vol. 1	10396-A	AK
Aviation Storekeeper, Vol. 2	10397	AK

Medical Group

Hospital Apprentice 1c and Pharmacist's Mate 3c	10419	HM, HN
Pharmacist's Mate 2c	10417	HM
Pharmacist's Mate 1c	10415	HM
Pharmacist's Mate Chief	10413	HM

Dental Group

Study Guide for Dentalman	10675-B	DN
Study Guide for Dental Tech- nician 3	10676-B	DT
Study Guide for Dental Tech- nician 2	10677-B	DT
Study Guide for Dental Tech- nician 1 & C	10678-A	DT
Handbook for Dental Prosthetic Technicians	10685	DT, DN
Handbook for General Dental Technicians	10686	DT

Steward Group

Stewardsman	10693	TN
Steward 3 & 2	10694	SD
Steward 1 & C	10695	SD

Navyman in Korean Combat Zones Are Drawing Combat Pay

The first payments of the new combat duty pay have been made to Navyman now in the Korean combat zone.

Just because you have seen service in Korea, however, does not necessarily entitle you to combat duty pay. To be eligible for the \$45 per month

provided by the Combat Duty Pay Act of 1952 (82nd Congress), you must have been subjected to hostile fire for not less than six days during that month while serving with a "combat unit" of regimental size or smaller, or in a naval vessel or aircraft.

To avoid misinterpretation of the regulations, a team of finance officers is now in Korea aiding administrative and disbursing officers to put the combat pay regulations into effect.

Payments to eligible personnel on active duty who have been rotated from Korea to other duty are now being processed as rapidly as possible. Claims of veterans who are separated from active service are being paid in accordance with another procedure, outlined below.

Payment procedures and the methods of designating Navy and Marine Corps combat units eligible to receive combat pay are defined in SecNav Inst. 1030.1.

No Navyman is entitled to receive combat pay for any month in which he is eligible to receive the special duty pay or authorized for diving or for physicians and dentists or hazardous duty pay. In the case of members of pay grades E-1 and E-2 eligible for combat pay, whose hazardous duty pay is *lower* than the combat pay, they will be paid the higher rate of \$45 per month.

Just how the Navyman will know what months he is entitled to receive combat duty pay will be determined as follows:

- For periods after 30 June 1952, Commander Naval Forces Far East will designate the naval units which are eligible.

- For the period 1 June 1950 (the beginning date) through 30 June 1952, the Chief of Naval Operations will designate and advise the naval combat units eligible.

In accordance with SecNav Inst. 1030.1, combat units will be designated by calendar months and instructions will specify each combat unit and the days of the month on which each qualified as a combat unit. In the future (for periods after 30 June 1952), designations of combat units will be published monthly.

Commanding officers of units engaged in the Korean hostilities will determine which members of their own command are entitled to receive combat pay on the basis of the members' service with the unit.

A member or former member of the uniformed services is entitled to combat pay for each month begin-

How to Figure When You're Eligible for Combat Pay

Here are examples which will show you how to tell if you are eligible for combat duty pay for any particular month — that is assuming your ship or unit was designated a "combat unit" for that month and provided you are not otherwise entitled to hazardous duty pay. For detailed definitions of "combat unit," "hostile fire or explosion," and geographical area of Korea for combat pay purposes, refer to SecNav Inst. 1030.1.

- If you served and were present with a combat unit, a naval vessel or aircraft subjected to hostile fire or explosion, while on duty in the official designated area of Korea during any six days in *any one month*, such as, 4, 7, 10, 11, 15, and 18 January, you are entitled to combat pay for January.

- If you served and were present with your combat unit from 27 January through 1 February, for example, you are entitled to combat pay for the month of *February* inasmuch as you served six *consecutive* days in the combat unit at least one of which was in February and the balance was in the preceding month. This was based on the assumption that you were not otherwise entitled to combat pay for the month of January. However, if you served in a combat status six or more of the latter days of any one month and continued to serve six or more days in the first part of the next following month, you then would be entitled to two months combat pay.

- If you served and were present with a combat unit from 7 January through 9 January and 28 January through 5 February, that is a total of seven days in January and five days in February, you would be entitled to pay for January only, but not February since you didn't put

in at least six days in February.

- If you served from 7 January through 9 January, and from 28 January through 3 February, and on 10, 12 and 13 February, a total of seven days in January and six days in February, you would then be entitled to combat pay for *both* January and February.

- If you served and were present with a combat unit from 29 January through 2 February and on 4, 5, and 6 February, a total of eight days in two months, you are not entitled to combat pay for *either* month inasmuch as you did not serve six days in any one month or for six consecutive days beginning in one month and ending the following month.

- If you served say on 3 January and were wounded in action on that date you are entitled to combat pay for all of January. If you were hospitalized for treatment of that wound until 26 March, you are entitled to an additional two months' combat pay for February and for that part of March through the date of discharge from the hospital.

Combat pay is payable for *fractional* parts of a month as follows:

- Combat pay accruing during the three months following the month in which you may be injured or wounded in action, captured, or in which you enter a missing-in-action status will end when your hospitalization, capture or missing-in-action status ends.

- If a member is separated from active military service or should die during a month in which he is entitled to combat pay, such pay will be credited only for the fractional part of the month to include date of separation or death.

- Combat pay is forfeited during periods when basic pay is forfeited due to disciplinary action.

ning after 31 May 1950 in which:

- He was injured in action or wounded in action while serving as a member of a combat unit in Korea. In this case he is also entitled to combat pay for not more than three months after his injury or wound while he is hospitalized for treatment of a wound or injury *received in action*.

- He was captured or entered a missing-in-action status while serving as a member of a combat unit in Korea, and for not more than three months thereafter while he occupies such status.

- He was killed in action while serving as a member of a combat unit in Korea. Survivors should submit their claim on DD Form 667, *Claim For Combat Pay*, which will be available through local post offices after 15 September. Combat pay may be included in the six months' death gratuity payable upon the death of the member if such member is entitled to combat pay *during the month of death* and if the facts of eligibility are available and can be computed at the time of the gratuity payment.

Anyone who wishes to appeal a determination of facts regarding his qualification may submit a statement, giving the basis of his appeal and such evidence or information as he has to support it, to his commanding officer with any available additional information and records. If the commanding officer does not find a determination in favor of the claimant, it may be forwarded to the Bureau of Naval Personnel for review and a final determination.

Veterans who have been separated may submit their claims on DD Form 667, available through local post offices.

Because of the difficult and time-consuming task involved in the examination of combat records covering a period of two years, some delay in settlement of claims for periods prior to 1 July 1952 may be expected.

The same rules and conditions apply to personnel on active duty who served in the designated Korean war zones and are eligible for combat duty pay for a period or periods prior to 1 July 1952. Claim for combat pay retroactive to this period will be filed at the permanent duty station where the claimant is presently on active duty.

WHAT'S IN A NAME

Tattoo

The word "tattoo" has several meanings, but when a sailor hears the term he usually thinks of either an ornamentation of the skin or the bugle call sounded shortly before "Tops."

As for the former, etymologists (people who make a study of word origins) agree that *tattoo* is of Polynesian origin and derives from the Moori *to, to scar*, and the Tahitian *to, a mark, puncture or pricking (of the skin)*.

A primitive practice, tattooing appears to have started simply as personal embellishment, although various markings later took on symbolic or heraldic significance. Many were of social or religious nature and others served as crude marks of identification.

Seamen accompanying early explorers and traders to the South Sea and East Indian islands were quick to adopt the custom as a fad. In today's Navy tattooing is discouraged and looked upon with disfavor. Offensive, indecent or obscene tattooing is cause for rejection for enlistment. Tattoo marks are permanent and can be removed only by a long and often painful operation or process attended with the risk of infection.

There is some divergence of opinion as to the derivation of *tattoo* in reference to the evening bugle call sounded as a signal to report to quarters, maintain silence and prepare to retire. However, most authorities agree that the English word comes from the old Dutch *toptoe*, a combination of *top* (faucet) and *toe* (to shut). The Swedish, Russian, German and Danish languages all have approximately the same word.

A *top* was a plug or spigot to stop a hole in a cask. Later it applied to a hole or pipe through which liquor could be drawn. Today we have *toproom*, beer on *tap*, etc., and, of course, the bugle call "Tops."

Toptoe was corrupted to *toptoo* and



eventually *tattoo*. In early days it was a signal sounded on drum and fife or trumpet or bugle just prior to "Taps" as a signal to close up all tops and taverns in a garrisoned town and for the soldiers to report to their quarters in a garrison or to their tents in the field, to put out all candles, lanterns and fires, and go to bed.

One source traces the sounding of the "Tattoo" call to the Thirty Years War, when it was called *Zopfentreich*.

The call "Tattoo," consisting of 28 bars, is the longest in the repertoire of military and naval buglers. The music for the call is taken partly from the French and partly from the British military services. The first eight bars are the French signal for "lights out" (*extinction des feux*) and at one time were played as "Tops" in the American army. The remaining 20 bars are copied from the elaborate British infantry *tattoo*. The English themselves seem to have derived their music from one of the trumpet calls of the Italian service, which, in turn, bears a close resemblance to "Il Silenzio," a bugle call of the Neapolitan cavalry.

New Teletype School Set Up For Atlantic Fleet Personnel

A new Class C Teletype Maintenance School has been established at Norfolk, Va. The school, set up to train Atlantic Fleet personnel, uses the facilities of the present Telemen School and duplicates the course at San Diego conducted for Pacific Fleet trainees.

Rated radiomen, telemen, and communications technicians who would have a minimum obligated service of 18 months upon entry into the course are eligible to apply for assignment to the school.

Individual requests should be submitted to the appropriate service force commander, via commanding officer and type commander. Allocation of trainee quotas to fleet activities has been made to permit transfer of eligible personnel.

Designed to accommodate 20 new trainees each month, the school offers basic and advanced training in the maintenance of teletypewriters and associated teletype terminal equipment.

The length of the course is 20 weeks. The first class at Norfolk started 7 July and new classes convene every four weeks.

Eligibility for Korean Service Medal and Engagement Stars

Instructions concerning who is eligible to wear the Korean Service Medal have been brought up to date in a new directive, OpNav Inst. 1650. 1A (27 June 1952).

The Korean Service Medal was established 8 Nov 1950 by executive order of the President to commemorate the service of members of the armed forces of the U. S. during operations in the Korean area. No medals will be distributed until after the cessation of current hostilities, although the blue and white Korean Service Ribbon is available and seven engagement stars have been authorized to date.

Eligibility for the medal is based on the following requirements:

- Duty must be performed in Korea, including the waters adjacent thereto, within the following limits: from a point at Lat. 39° 30' N, Long. 122° 45' E, southward to Lat. 33° N, Long. 122° 45' E; thence eastward to Lat. 33° N, 127° 55' E; thence northeastward to Lat. 37° 05' N, Long. 133° E; thence northward to Lat. 40° 40' N, Long. 133° E; thence

northwestward to a point on the east coast of Korea at the junction of Korea with the USSR; or in such areas as Commander Naval Forces, Far East, considers as having directly supported the military effort in Korea.

- Such duty must have been performed between 27 June 1950 and a terminal date to be fixed by the Secretary of Defense.

- Sea duty: Service for one or more days in the designated area while attached to and serving on board a vessel of the Navy or Coast Guard, or other vessel to which regularly assigned for duty, or while a member of an organization being transported for duty aboard such vessels.

- Shore duty: Attached to and regularly serving on shore in the designated area for one or more days with an organization participating in combat operations or in direct support of combat missions.

- Temporary additional duty: Service of 30 consecutive days or 60

non-consecutive days in the prescribed area is required for personnel on TAD, except in cases wherein a vessel, aircraft or unit engages in combat with, attacks, or is attacked by enemy forces, at which time all U. S. naval personnel serving in the vessel, aircraft, or other unit shall immediately become eligible for the medal without reference to time limit.

- Passengers: No individual en route in a purely passenger status (i.e., observer, visitor, courier, or escort) shall become eligible for the medal unless he or the means of conveyance on which he is traveling is attacked by or engaged in combat with the enemy. In the latter case, he shall become eligible for the medal upon the occasion of the attack or combat.

- Patients in a hospital ship: Personnel embarked in a hospital ship for passage as a patient shall be considered as attached to the ship.

Ships and units considered to have participated in combat operations are those which:

- Engaged the enemy.
- Participated in ground action.
- Engaged in aerial flights over enemy territory.
- ✓ Took part in shore bombardment, minesweeping, or amphibious assault.
- ✓ Engaged in or launched commando-type raids or other operations behind enemy lines.
- ✓ Engaged in redeployment under enemy fire.
- ✓ Engaged in blockade of Korean waters.
- ✓ Operated as part of carrier task groups from which offensive air strikes were launched.
- ✓ Were part of mobile logistic support forces in combat areas. Presence in a combat zone primarily for training or transit does not qualify the individual, ship or unit for the medal.

Commander Naval Forces, Far East, is delegated authority and responsibility for designating ships and units eligible for the Korean Service Medal and engagement stars. A list of ships and units having met the requirements will be published in a future revised issue of *Decorations*,

Bill the Goat, Navy Mascot

In the fall of each year, a hollow-horned ruminant commands his share of football game attention. He is Bill, the Goat.

His really big day comes when he trots onto the field to share the spotlight with the Army mule during the annual Annapolis-West Point gridiron classic, but he appears in many other pigskin parades too as the traditional mascot of Navy eleven's throughout the nation, and, where possible, at overseas bases.

How came a goat as a mascot? Well, it is supposed to have started way back in 1890. In that year, some Navy fans were wending their way from the railroad station in West Point, N. Y., to a playing field where Army and Navy were to meet for the first of what has become a long and lasting series of football contests.

So few Navy supporters were on hand at the Army stronghold that the Annapolis students decided the morale of their team would be bolstered by the appearance of some sort of a mascot.

It was not long before the Navy supporters spotted a young male ("billy") goat



grazing alongside the roadway. Inquiry at a nearby farmhouse disclosed who owned the animal, and after a bit of dickering the Navy rooters bought the goat for \$1.00.

With their "champ" on the sidelines, the middies swept to a 24-0 victory over their cadet rivals, and the goat farthwith was adapted as the official Navy mascot.

Medals, Ribbons, and Badges of the United States Navy, Marine Corps, and Coast Guard (NavPers 15,790).

Engagement stars for the Korean ribbon have been authorized for participation in the following combat operations:

- K-1-North Korean Aggression, 27 June through 2 Nov 1950.
- K-2-Communist China Aggression, 3 Nov 1950 to 24 Jan 1951.
- K-3-Inchon Landing, 13 Sept through 17 Sept 1950.
- K-4-First U. N. Counter Offensive, 25 Jan through 21 Apr 1951.
- K-5-Communist China Spring Offensive, 22 Apr through 8 July 1951.
- K-6-U. N. Summer-Fall Offensive, 9 July to 27 Nov 1951.
- K-7-Second Korean Winter, 28 Nov 1951 to date to be announced.

The precedence of the Korean Service Medal and Ribbon shall be immediately following the China Service Medal and Ribbon.

Personnel who qualify for the Korean Service Medal automatically become eligible for the United Nations Service Medal, although the reverse is not necessarily true. For a detailed discussion of the United Nations Medal, see February 1952 *ALL HANDS*, page 46.

Flak-Dodging Pilot Keeps Up Tradition as Stage Trouper

With perhaps more drama and realism than is usually exhibited, Lieutenant Paul A. Hayek brought to life the old adage "the show must go on".

Hayek, a jet fighter pilot based aboard *uss Valley Forge* (CV 45), was on a strike near Hungnam on the northeast coast of Korea when his *Panther* suffered severe flak damage. He was forced to make an emergency landing in South Korea.

Back on board the carrier they were making last-minute preparations for a stage show that was to launch the annual Navy Relief Drive—with Hayek scheduled to be the master of ceremonies.

Learning of the pilot's plight the carrier dispatched a helicopter that picked him up and set him down on the carrier's big deck in time for the show.

Latest Correspondence Courses Ready

Thirteen new Enlisted Correspondence Courses are now available. All enlisted personnel, whether on active or inactive duty, may apply for them.

Applications should be sent to the U. S. Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, N. Y., via the

commanding officer.

In most cases, applicants will be enrolled in only one correspondence course at a time.

Following is a list of the new courses. Additional courses are listed in *ALL HANDS*, March 1952, p. 52; May 1952, p. 52; and July 1952, p. 52.

Title of Course	Navpers No.	Applicable to Following
Advanced Mathematics, Vol. 1	91211	AT, DM, DME, DMI, DML, DMM, DMS, DMT, FT
Aviation Electrician's Mate, Vol. 1	91610	AE, AEI, AEM, AM, AMH, AMS
Constructionman	91562	CN
Damage Controlman 1	91545	DC, DCG, DCP, DCW, PM
Chief Driver	91576	CD
Introduction to Aircraft	91601	AC, AN
Manual for Buglers	91257	QM, QMQ
Opticalman 3, Vol. 1	91387	IM, IMI, IMO, IMW, OM
Opticalman 3, Vol. 2	91388	OM
Parachute Rigger, Vol. 2	91641	PR
Torpedoman's Mate 1	91304	GM, GMA, GMM, GMT, MN, TM, TME, TMT, TMS
Torpedoman's Mate (E) 2	91303	TM, TME
Utilities Man 3	91593	UT

List of Motion Pictures Slated for Distribution

In addition to the following list of the latest 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Bldg., 311, U. S. Naval Base, Brooklyn 1, N. Y., the Navy is selecting for distribution 20 of the most outstanding motion pictures released prior to 1943. These top films will be made available to the fleet and overseas bases during the year. All the re-issued features will be new prints.

Ten of the outstanding films that have already been selected are: *The Awful Truth*; *Day at the Circus*; *Tale of Two Cities*; *Northwest Passage*; *San Francisco*; *Little Nellie Kelly*; *Captain Blood*; *Maltese Falcon*; *Sergeant York*, and *Anthony Adverse*.

Distribution of the following list of current films began in August. Technicolor films are designated by (T).

Stolen Face (970): Drama; Paul Henreid, Elizabeth Scott.

Sally and St. Anne (971): Comedy; Ann Blyth, Edmond Gwenn.

California Conquest (972):

Drama; Cornel Wilde, Teresa Wright. *Carson City* (973) (T): Western; Randolph Scott, Lucille Norman.

Holiday for Sinners (974): Melodrama; Gig Young, Janice Rule.

She's Working Her Way Through College (975) (T): Musical; Virginia Mayo, Ronald Reagan.

Thief of Damascus (976) (T): Arabian Nights; Paul Henreid, Jeff Donnell.

Washington Story (977): Melodrama; Van Johnson, Patricia Neal.

Lovely to Look At (978) (T): Musical; Kathryn Grayson, Red Skelton.

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 47.

1. (b) 85
2. (c) 17 knots. She is a guppy (Greater Underwater Propulsive Power) type submarine.
3. (c) Firing key. It is located on the painter's handwheel in local control, or somewhere outside the gun mount in remote control.
4. (a) Electrical firing.
5. (a) Air controlmen.
6. (c) Electrician's mate.

Released Veterans Have 120 Days to Take Action on Government Life Insurance

Navy men being separated from service or retiring have 120 days to take action on their Government life insurance. This should be done at the nearest VA district office.

In order to provide better service, the VA will transfer the serviceman's account, after he is separated, to the district office maintaining jurisdiction over the address listed on the man's DD214, Notice of Separation. It will remain in that office permanently regardless of subsequent changes of address by the veteran except under the following circumstances:

- If the veteran moves to a foreign country or re-enters the service and pays premiums by allotment, his account will be transferred to the central office in Washington, D. C.

- If the veteran receives benefit payments, his account will be handled by the district office having jurisdiction over the area in which the VA office making the payments is located.

- If the veteran makes payments by allotment, his account will continue to be handled in Washington, D. C.

However, applications pertaining to the older type of life insurance, U. S. Government Life Insurance should be submitted to the Veterans



"I decided to become a cowboy again, Daddy!"

Administration, Washington 25, D. C., as in the past.

Navy men are advised to get in touch with their nearest Veterans Administration office for further details as soon as they are separated from service.

The five district offices of the Veterans Administration are listed below with the territory under their jurisdiction:

- Alabama, Florida, Georgia, South Carolina and Tennessee:

VA District Office
441-449 West Peachtree Street
Atlanta, Ga.

- Louisiana, Mississippi and Texas:

VA District Office
1114 Commerce Street
Dallas 2, Tex.

- Arizona, Arkansas, California, Colo-

rado, Kansas, Missouri, Nevada, New Mexico, Oklahoma, Territory of Hawaii, Utah and Wyoming:

VA District Office
Denver Federal Center
Denver, Colo.

- Alaska, Idaho, Illinois, Indiana, Iowa, Minnesota, Montana, Nebraska, Oregon, North Dakota, South Dakota, Washington and Wisconsin:

VA District Office
Fort Snelling
St. Paul 11, Minn.

- Connecticut, Delaware, District of Columbia, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Jersey, New Hampshire, New York, North Carolina, Ohio, Pennsylvania, Puerto Rico (includes Virgin Islands), Rhode Island, Vermont, Virginia and West Virginia:

VA District Office
P.O. Box 8079
5000 Wissahickon Avenue
Philadelphia 1, Pennsylvania

Correspondence Course Center Offers Course in Leadership

A new course in "Leadership" (NavPers 10903) is available from the Naval Correspondence Course Center.

This five-assignment officer correspondence course presents scientific background and explanatory material, yet a considerable portion of the text book is devoted to a series of actual situations which require explicit action and the quality of leadership.

Application should be made through official channels, using form NavPers 992. This form may be obtained from your ship's office, the commander of your organized units, or your district headquarters.

Chief petty officers may take any officer correspondence course without further endorsement.

HOW DID IT START

Medals Worn on Breast

Medals and decorations are, for the most part, worn on the left breast. This custom may be traced from the time of the Crusaders who made it a practice to wear the badge of honor of their order near their heart to denote the high reverence in which it was held.

In the days of the Crusades, a man's left side was the shield side — far he carried the large shield on the left arm to protect both the badge of honor and his heart. The custom of giving precedence to the left side has been handed down to us.

The Medal of Honor, however, is an exception to this custom. Since about 1912 it has been worn on a ribbon around the neck, a position of greater prestige. This apparently follows the custom applied to the high-



est orders of knighthood which were worn in such a manner.

Shipmate Is His Own Sister

A pretty rare thing even for the Navy—a brother and sister are shipmates together at Moffett Field, Calif.

Rex and Nancy Canfield from Des Moines, Iowa, are on duty at the Naval Air Station there. Rex, AD3, is attached to Composite Squadron-Three (VC-3). Nancy came to the base this year directly from recruit training at Bainbridge, Md., while her brother has been aboard since January 1951.

Disabled Veterans, Dependents Of Deceased Servicemen Get Higher Pensions, Compensation

Compensation and pension payments have been increased for disabled veterans and dependents of deceased servicemen. Behind this is the recent passage by Congress of Public Law 427.

Annual income limitations have also been increased by the law. Under the old limitations, an otherwise eligible disabled veteran or serviceman's widow having an annual income in excess of \$1000 (with no dependents) or in excess of \$2500 (with dependents) could not qualify for payments. The law raises these limitations to \$1400 and \$2700 respectively.

All applicants for compensation or pension whose claims were denied under the old income limitations and who believe they now qualify under the new limits may file claims for reconsideration.

Regarding disability—under the old law a veteran received \$30 monthly, for example, for a service-connected disability of 20 per cent. Under the new law this is increased slightly, to \$31.50. Similarly, under the old law a man received \$75 monthly for a 50 per cent disability. Now he receives \$86.25. The old rate for 100 per cent disability was \$150; now it is \$172.50.

The above rates apply to veterans with service during wartime or since 27 June 1950. Compensation rates for veterans with peacetime service only are 80 per cent of the wartime-service rates. All peacetime-service rates have been increased by roughly the same percentage.

Statutory allowances provided for specific disabilities such as loss of legs, arms, eyes, etc., are not affected by the new law, however.

In the majority of cases, monthly compensation rates also have been increased for dependents of deceased veterans who died of service-connected disabilities and who served either during wartime or since 27 June 1950.

Under the old law a widow with one child received \$105 monthly. Under the new law she receives \$121. Under the old law the rate for a widow with three children was \$106; it is now \$122. However, no increases

Observe 'Rules of the Road' on Liberty Too

When *USS Hobson* was sunk in a tragic mid-ocean collision this summer, the Navy suffered one of its worst non-war accidents. In a short period of time, 176 men died on the high seas.

Yet, on the nation's highways, an even greater number of Navymen die every three months. Here are the facts: if the death rates from 1950 to the present remain constant, an average of more than 176 Navymen will be killed in automobile accidents in each three-month period this year.

These statistics are pointed out in a recent magazine article by Rear Admiral Lamont Pugh, Surgeon General of the Navy, which appeared in *Postgraduate Medicine*, covering the death toll as a result of motor accidents.

In all branches of the armed forces the death rates from automobile accidents are on the increase, and the toll among the civilian population is higher each year. For the nation as a whole, more than 37,100 auto deaths occurred last year.

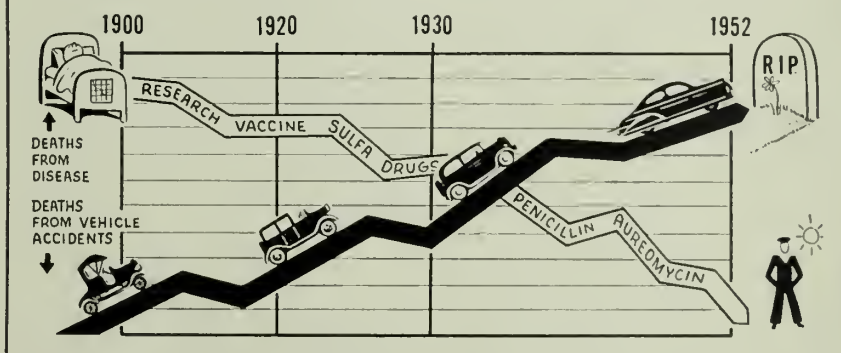
In commenting on auto accidents involving Navy personnel, Admiral Pugh traced the annual death rate for injuries from the year 1900 to the present. In 1900, 2.8 sailors out of every 1000 died as a result of some kind of injury. The leading

killer at the turn of the century was drowning. By 1923 the effects of the gasoline age were beginning to be felt, but drowning was still the top accident killer. In 1930, however, motor accidents took the lead from drowning. Thereafter, each succeeding year saw more and more accidental deaths resulting from motor accidents.

At the turn of the century deaths from diseases were figured to take five Navy men out of every 1000. Improvements of medical science and efforts of the Navy Medical Department have reduced the annual death rate from disease to 0.8 per 1000.

But the advances in medical science have been counteracted by the losses due to car accidents. For example, today, more than twice as many Navy and Marine Corps deaths now result from motor vehicle accidents than from all diseases combined. About 90 per cent of these accidents occur while the victims are on leave or liberty. (For more on auto accidents see ALL HANDS, p. 38, July 1952.)

The Navyman who remembers "the rules of the road" when he steps into a car is the one who remains on the right side of the statistical columns covering auto accidents.



were provided for a widow without children (still \$75) or for dependent parents of deceased veterans (one parent—\$60; two parents—\$35 each). Death compensation rates for dependents of peacetime-service veterans stand at 80 per cent of wartime-service rates.

Also increased is the pension rate for veterans of World War I and II

and those with service after 27 June 1950 who are totally and permanently disabled from non-service-connected disabilities. Now \$63 a month, it had been \$60.

Nearly 350,000 veterans of World War I and II and with service after 27 June 1950 who are receiving pensions are now receiving payments under the new rates.

Instructor Duty Open At Schools, Recruit Centers

Second class, first class and chief petty officers of the following ratings: boatswain's mate, quartermaster, gunner's mate, machinist's mate, enginemen, electronics technician, electrician's mate and I.C. electrician have excellent opportunities to be assigned instructor duty at several Navy service schools and recruit training centers in accordance with the provisions of BuPers Circ. Ltr. 11-52 (NDB, 31 Jan 1952).

At present, the relatively few names on instructor-duty waiting lists at BuPers indicate that requests

from *qualified men* in the Fleet will be rapidly processed. This is also pointed up in the following statement taken from the above circular letter, "The Chief of Naval Personnel desires to emphasize that the path to shore duty may be shortened considerably throughout instructor duty, especially in ratings for which there are relatively few shore billets."

Here is the run-down on the ratings desired, and duties and locations available.

Rating	Instructor Duty	Location
BM, QM		Great Lakes, Ill.
GM, MM & EN . . .	Recruit Instructors . . .	San Diego, Calif. Bainbridge, Md.
ET	(ET(A), (B) and (C) Schools. Treasure Island, Calif. (ET(A) and (C) Schools . . .	Great Lakes, Ill.
IC	(IC(A) School (IC(A) School (IC(B) School (MPO School	Great Lakes, Ill. San Diego, Calif. Washington, D. C. Norfolk, Va.
EM	(EM(A) School (EM(A) School	Great Lakes, Ill. San Diego, Calif.

Seabees in Action Seen in Two New Films

Two new motion pictures showing the Seabees in action have been released. Entitled "The Amphibious Construction Battalion" (MN 7320A) and "The Mobile Construction Battalion" (MN7320B), the pictures are narrated and run for 23 minutes.

"The Amphibious Construction Battalion" shows the Navy's Seabees during the early phases of an attack as they work closely with the Marines to establish a beachhead. After the beachhead is secured, the amphibious Seabees set about building a basic camp site with a minimum amount of supplies and equipment. When the camp is set and the operation calls for it, they move on to another location.

"The Mobile Construction Battalion" follows up the amphibious Seabees, both picture-wise and in actual operations. During the second phase of a typical amphibious landing MCBs establish a more secure camp but no permanent structures are built. Instead, the Seabees form units which

can be easily moved when the time comes for them to set up a new camp site.

Prints of these motion pictures on 16mm black and white film have been distributed to District Reserve Construction Battalion Program Officers, training aids libraries and Naval recruit training centers in each Naval District, and are available on a free-loan basis.



"Duggan's just set a new Navy high altitude record."

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Navacts, Instructions and Notices for complete details before taking action.

Always apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 41—Announces temporary promotion to the grade of brigadier general in the Marine Corps of eight Marine Corps officers.

No. 42—Announces temporary promotion to rear admiral in the Medical Corps of the Navy of five officers and the temporary promotion to rear admiral in the Chaplain Corps of the Navy of one officer.

No. 43—Announces temporary promotion to rear admiral in the Dental Corps of the Navy of one officer.

No. 44—Announces temporary promotion to the grade of captain in the Navy of 212 officers of the line.

No. 45—Provides for the observance of Jewish High Holy Days.

BuPers Instructions

No. 1030.2—Directs commanding officers to forward to BuPers a monthly report on subsistence and quarters allowances paid naval personnel on duty outside the U.S.

No. 1085.4—Gives additional instructions for verification of officer and enlisted pay records, health records and service records.

No. 1120.3—Outlines requirements for appointment of officers in the Dental Corps, U. S. Navy.

No. 1306.6—Prescribes the manner in which enlisted personnel may request assignment to naval missions, offices of attaches, Military Assistance Advisory Groups and Supreme Headquarters Allied Powers, Europe.

No. 1320.1—Provides instructions for preparing travel orders for enlisted personnel on full-time active duty.

No. 1331.1—Lists qualifications for

line officers desiring duty with the Armed Forces Special Weapons Project.

No. 1418.2—Emphasizes measures for keeping all examinations for advancement in rating secret until they are given.

No. 1560.2—Outlines public relations indoctrination program which commands may conduct for personnel going overseas.

No. 1611.1—Gives procedure for retaining as permanent officers in the Regular Navy officers who accepted USN appointments from NROTC and college-graduate sources.

No. 1650.1—States that due to shortage of metal, Korean Service Medal will not be available for issue until cessation of hostilities in Korea.

No. 1801.1—Precludes voluntary retirement of Regular officers except in "special circumstances" or for age or disability.

No. 1823.1—Brings up to date instructions relating to retainer pay for members of the Fleet Reserve.

No. 3671.2—Classified.

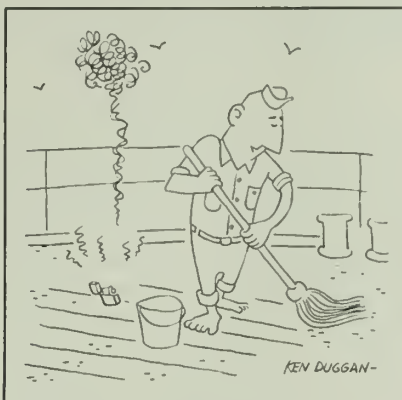
No. 4600.1—Establishes procedures for furnishing transportation to certain Canadian naval personnel.

No. 4621.1—Informs naval personnel not permanently stationed in the Mediterranean area of the conditions their dependents will encounter if they travel there at their own expense.

BuPers Notices

No. 1306 (12 Aug 1952)—Cancels BuPers Circ. Ltr. 212-51, no longer current, requesting applications for enlisted instructors for special training units at recruit training commands.

No. 1650 (30 July 1952)—Awards Navy Unit Commendation to the U. S. Naval Communication Unit No. 35.



"Careful lighting your cigar, Joe, I just refilled my lighter."

Enlisted Navymen and Marines Selected for NROTC Program

One hundred and sixty one enlisted men of the Navy and Marines have passed all phases of the 1952 competition for entry into the Navy's college training program—the Naval Reserve Officer's Training Corps.

Final selections were made from those men who were attending the Naval Preparatory School, Bainbridge, Md., since last May. There they had been receiving an academic refresher course to prepare them for entry into college this fall.

The successful candidates will be given a maximum of four years of Navy-subsidized education at one of 52 NROTC colleges and universities. The government will pay tuition, cost of textbooks, laboratory and other fees, and will furnish necessary uniforms. They will also receive retainer pay at the rate of \$50.00 per month to assist in defraying other expenses.

Candidates will be appointed midshipmen, USNR, upon enrollment and will be commissioned as Ensign USN or Second Lieutenant USMC upon graduation.

Course in Explosive Ordnance Disposal for Enlisted Men And Officers at Indianhead

The six-month course in explosive ordnance disposal at the Naval School, Explosive Ordnance Disposal, Naval Powder Factory, Indianhead, Md., is open to Regular Navy and Naval Reserve enlisted and officer personnel.

Classes convene 5 January and 6 April 1953, and offer basic training in recognition, operation and use of underwater and land explosive ordnance, together with the correct methods for the rendering safe and disposing of such ordnance.

Those selected will be ordered to duty under instruction involving disposal of explosives as a primary duty and will be entitled to incentive pay during their training period.

Students will be trained in the theory, equipment and techniques of shallow-water and deep-sea diving as related to underwater ordnance disposal work. The training leads to qualification as explosive ordnance disposal technician and diver second class.

Applications from enlisted personnel with the ratings of gunner's mate, torpedoman's mate, mineman, and aviation ordnanceman only, are desired. Each applicant must have two years obligated service or agree to extend his enlistment.

Applications from officers of the line in the grades of ensign and lieutenant (junior grade) are particularly desired. Naval Reserve officers are required to sign agreements to serve one year on active duty in addition to any service for which they are obligated, if the needs of the service so demand.

Additional details are outlined in BuPers Inst. 3571.2.



PASS THIS COPY ALONG—Other people like to get the word too—don't keep it lyin' around out of reach.

BOOKS: LOTS OF GOOD FICTION IS HEADING YOUR WAY

MANY MORE good books are finding their way to ship and shore libraries, selected by the BuPers library staff. Here are reviews of some of the latest:

- *The Old Man and the Sea*, by Ernest Hemingway; Charles Scribner's Sons.

The old master, Hemingway, has written another book — as most of you must know by now. It's a short book — somewhere between a novel and a short story. But it's a good book.

Santiago, the old man, was one of the greatest fisherman of his day. But he was old, tired. He had gone 84 days without catching a fish. Santiago still has faith, however — 85 may be his lucky number. And the boy whom Santiago has befriended also has faith in the old man of the sea.

So the old man sets out in his boat on the 85th day. After hours of fruitless waiting, it happens. He 'catches' a huge marlin. There ensues a knock-down, drag-out fight between fisherman and fish. Exhausted, Santiago manages to vanquish the huge fish. But his troubles are only beginning.

If you like tales of fishermen or if you just like your novels simple, rough-hewn, to-the-point, Hemingway's latest is for you. If you're the type of reader who likes his characters to appear as symbols as well as flesh-and-blood people, you'll find food for thought in the "old man," too.

- *We Chose the Islands*, by Sir Arthur Grimble; William Morrow and Company.

This is the story of Grimble's career in the Gilbert and Ellice Islands. As an official of the British government — first as a fledgling "pipsqueak" and on through the ranks to the exalted post of resident commissioner — Grimble leads an interesting, highly eventful life.

Grimble's trials and tribulations as he strives for acceptance on the part of his co-workers and on the part of the natives make pleasant and informative fall-reading fare. You'll get a hearty laugh out of his efforts with dynamite and you'll chuckle over some of his other escapades.

The duties of a colonial factotum are varied. One day he may be called upon to serve as midwife. Wrestling with an octopus may be part of his "trial by natives." Or recurring attacks of dysentery may even affect his career.

As an author, Sir Arthur has three assets in spinning his yarns — a sense of humor, a feeling for suspense and a granite-like knowledge of his subject. You'll enjoy reading this unusual book.

* * *

- *The Far Country*, by Nevil Shute; William Morrow and Company.

Mr. Shute's latest novel is another

of his boy-meets-girl yarns. The girl is Jennifer Morton, in Australia on a half-holiday; the boy is Carl Zinter, displaced person.

Carl, a doctor in his own country, cannot practice medicine in Australia until he undergoes further training — for which he has no money. As a DP, he works in a lumber camp. His skill with iodine and bandages has earned him the title of first-aid man extraordinary.

As Jenny is visiting the camp with her relative, Jack Dorman, tragedy strikes. Two men are near death from accidents. Carl Zinter is prevailed upon to operate. Jenny is pressed into service as a nurse. And the romance is on.

Jenny and Carl see a lot of each other during the ensuing weeks. Then Jenny gets word that her mother has died; she feels she must return to England to help her father. The couple must separate.

It's just a question of how many pages you must turn, however, before Carl and Jenny are reunited. But you'll have to read the book to find out how and where.

Shute's novel is written in his eustomarily fluid style and makes for very interesting reading.

* * *

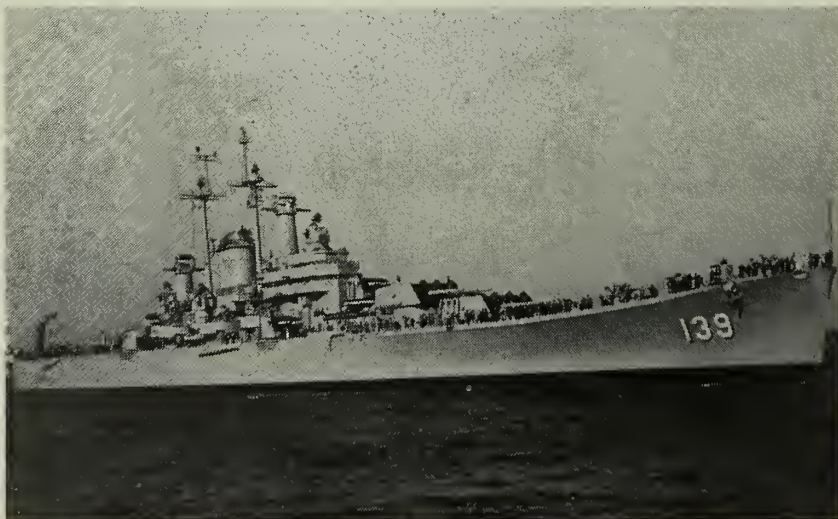
- *Always the Mediterranean*, by Commander Max Miller, USNR; E. P. Dutton and Company.

The author of *I Cover the Waterfront* and more than a score of other books has come up with an interesting narrative concerning operations in the Mediterranean.

More specifically, the book concerns the Sixth Fleet — a fleet "without a base, without a home on shore." According to the foreword (by Captain Walter Karig, USN), the fleet's mission is to patrol the Mediterranean, to see that the large body of water remains in possession of those nations which border it.

And so the fleet participates in exercises with ships of other countries. It takes part in the pomp and circumstance of receiving foreign dignitaries and some of the general public, too — on board. It flexes its muscles and it gives generously to war orphans.

Mingled with bits of history — ancient and current — are anecdotes, little human interest tales, told in Miller's familiar style. It's a good book and should be of interest to most Navy men.



HEAVY CRUISER, USS Salem (CA 139), took part in many of the incidents described in CDR Max Miller's latest volume, *Always the Mediterranean*.

Mine Warfare--Civil War Style



Confederates Seal Off Their Rivers

Know-how was added to the infant science of mine warfare by a tiny group of Confederate 'torpedo' specialists who devised ways to string explosives across some of the South's vital rivers. How they did it is told here by one of them in an account adapted from an article published in *Century Magazine*.

When the Civil War broke out between the North and the South in 1861, the South immediately realized to its dismay that some of its principal cities—cities like Richmond, Wilmington, N. C., New Orleans and Vicksburg—situated as they were on rivers or other bodies of water, were wide open to bombardment by the superior Northern fleet.

The South at that time had no ships of war and only a few old-fashioned brick-and-mortar forts with which to protect its harbors. And even these were armed only with smooth-bore iron cannon, relics of a past age, which were rusty with neglect.

To remedy the situation, the Confederates hit upon a novel scheme of harbor defense—"torpedoes," or, as we know them today, mines. The Confederate Navy sifted dozens of plans for making use of torpedoes in various forms. Some plans urged trying mechanical-type mechanisms which would explode on contact or which utilized a timing mechanism; others suggested using electrical detonation systems. The latter system was looked upon as the best for underwater mining.

To test various electrical detonation schemes, to adopt the most promising and to put them into immediate operation

was the mission of a quickly organized group of specialists, the "Torpedo Division." The hard-won, trial-and-error results obtained by the Torpedo Division in their fight to seal off the rivers of the Southland from Northern warships represented the first steps, the early beginnings, of a new doctrine of warfare which is even better known today and still a potent instrument—mine warfare.

One of the key men in this small but important group of men was Electrician R. O. Crowley, C.S.N. This is his story of those hectic days, abridged and freely arranged from an article, "The Confederate Torpedo Service," published in *Century Magazine* of June, 1898.

THE operations of the Torpedo Division proper were confined principally to the James and the Cape Fear rivers. Our force was small, though sufficiently elastic to have extended to other points if we had had the necessary materials. It comprised the officer in charge, the electrician and his assistant, two men at each station, two or three telegraph operators, one or two scouts, and the

From "The Confederate Torpedo Service" by R. O. Crowley from *CENTURY MAGAZINE*. Copyright, 1898, the Century Company. Reprinted by permission of the publishers, Appleton-Century-Crofts, Inc.

Mine Warfare--Civil War Style

crew of a tugboat, commanded by an executive officer—in all, about fifty men.

At that time the Federal government had no system of torpedoes; indeed, they did not [even] consider it "honorable warfare." They had no necessity for submarine defenses, because early in the war we had no ships to attack them. Frequent reports reached us that they intended to hang or shoot any man they should capture who was engaged in the torpedo business. It was, therefore, a very risky business on our part, as we were constantly exposed to capture. As some slight security against being summarily executed by the Federals, in the event of my being captured, I was furnished with a document from our Navy Department, which read as follows, as near as I can remember:

The bearer, R. O. Crowley, is in the service of the Confederate States Navy as electrician; and in case of his capture by the United States forces, he will be exchanged for any general officer of their army who may be in our hands.

(Signed) S. R. MALLORY,
Secty. of the Navy.

Approved.

(Signed) JEFFN DAVIS, Presdt.

This document I always carried on my person, although I had no great confidence in its efficacy.

Our headquarters were on board a small but swift steam-tug called the *Torpedo*, and two Parrott rifles were put aboard of her for emergencies. In the cabin of this little steamer we studied, planned, and experimented for months with various fuses, galvanic batteries, etc., and finally we determined on a system.

Our first object was to prepare a sensitive fuse of fulminate of mercury, to be exploded by the incandescence of fine platinum wire by means of a quantity current of

electricity. We succeeded in this, and our fuses were made by taking a piece of quill, half an inch long, and filling it with fulminate of mercury. Each end of the quill was sealed with beeswax, after fixing a fine platinum wire through the center of the quill and connecting the protruding ends of the platinum wire with insulated copper wire. Enveloping the fuse was a red-flannel cartridge-bag stuffed with rifle-powder. The fuse, thus prepared, was ready to be placed in a torpedo-tank containing cannon-powder.

I have been thus particular in describing the fuse because on it depends entirely the certainty of explosion. Our torpedo-tanks were made of half-inch boiler iron. There was an opening to pour in the powder and to receive the fuse. The opening was then fitted with a screw-plug, in which there were two holes for the passage of the wires, and packed with greased cotton waste to prevent leakage of water to the inside. There was a heavy ring by which the tank was slung into position, and through this ring was passed a heavy iron chain attached to a mushroom anchor about twenty feet distant.

We experimented a long time with tanks of various sizes, and at various depths of water, and finally decided that a tank containing two thousand pounds of cannon powder was sure to destroy utterly a ship of any size at a depth of not more than thirty feet.

To give some idea of the many difficulties we encountered, I will mention, first, the scarcity of cannon powder; secondly, we had only about four miles of insulated copper wire in the entire Confederacy; thirdly, we could obtain only about four or five feet of fine-gage platinum wire. Battery material was very scarce, and acids could be purchased only from the small quantity remaining in the hands of druggists when the war broke out.

One of the most vulnerable cities of the Confederacy was its capital, Richmond. Moving from the Chesapeake Bay into Hampton Roads and thence up the James River. Federal warships had a seemingly clear shot at the city.

PARTIAL SUCCESS was achieved in this attempt at exploding torpedoes by electricity in the James River.



This, the Torpedo Division decided to do something about. Experiments with the new-fangled electric "torpedoes" moved ahead at top speed and soon the devices were ready for a real test.

Having our system now perfected, we established a torpedo station, some five or six miles below Richmond, by submerging two iron tanks, containing one thousand pounds of powder each, in twelve feet of water, leading the wires ashore, and connecting them with a galvanic battery concealed in a small hut in a deep ravine. From the battery-house the wires were led to an elevated position near by, where the man in charge could keep a lookout for passing vessels. The position of the torpedoes in the water was indicated by two sticks, planted about ten feet apart on the bluff, and in a line with each other and the torpedoes; and the watchman's instructions were to explode them by contacting the wires as soon as an enemy's vessel should be on a line with the two pointers. All this being prepared, we awaited the approach of a Federal gunboat. As was usually the case, one came when least expected, on a beautiful clear day, when our entire force except the man stationed as lookout was absent in Richmond, preparing other war material.

We were apprised by telegraph of the rapid approach of the gunboat, and immediately hastened toward our first station; but we arrived too late. The man in charge had not seen the United States flag for a long period, and never having previously seen a gunboat so near, lost his presence of mind, and fired one of the 1000-pound powder-tanks when the gunboat was at least twenty to thirty yards distant. A great explosion took place, throwing up a large column of water to a considerable height; and the gunboat by her momentum plunged into the great trough, and caught the downward rush of a wave on her forward deck. The guards were broken away, half a dozen men were thrown overboard, and other damage to the gunboat was caused. The steamer then turned about as quickly as she could, and prepared to retrace her route down the river, after picking up the men who had been washed overboard. There was a brilliant opportunity to accomplish her total destruction by firing the remaining torpedo as she passed back over it. But alas! the man had been so astounded at the first explosion that he had fled precipitately, without waiting to see what damage had been done, and the gunboat was thus enabled to return down the river in safety.

The partial success of this attempt at exploding torpedoes by electricity immediately established the reputation of the Torpedo Division.

Immediate steps were now taken to establish other torpedo stations at several points lower down the river, using in every instance 2000-pound torpedoes. At our lowest telegraph station, which was located on General Pickett's Turkey Island plantation, opposite Presque Isle, we erected a lookout tower, about one hundred feet high, from which the Federal gunboats at City Point could be seen distinctly. At Presque Isle we stationed a scout whose duty it was to signal the man in the tower when anything suspicious occurred. Presque Isle is only a short distance from Bermuda Hundred, which is near City Point.

The lowest torpedo station was at a place called Deep Bottom, about five miles above City Point by land, but more by water. There were [northern sympathizers] in



AN OBSERVATION MINEFIELD, composed of 500-pound controlled mines, is fired electrically from the shore.

the vicinity of Deep Bottom; we had to do our work with great secrecy, generally planting the torpedoes at night, in a position previously surveyed by day. At Deep Bottom we located the galvanic battery on the right bank of the river, in a pit about four or five feet deep, the top covered over with twigs and brush, and in another pit, some distance off, a place was prepared for the lookout; this pit was also concealed by twigs and brush.

We were duly advised of the advance of General Butler's army from Bermuda Hundred toward Drewry's Bluff, the entire Federal fleet also advancing up the river, covering his right wing. The Federals had been told that there were torpedoes at Deep Bottom, and used great caution in advancing.

As soon as the fleet rounded the point below Presque Isle, the Federals began shelling our tower, and it was soon demolished; but no one was hurt, as our men took away the telegraph instruments, and rapidly retreated up the river road.

A force of marines was landed on both sides of the river, in order to discover the whereabouts of our batteries. A squadron of boats, heavily armed, went in advance of the fleet, dragging the river for wires and torpedoes. Their grapnels, however, passed over and over our wires, without producing any damage, our lookout, from his concealed station in the pit, noting all the movements of the men in the boats, and hearing every word of command. After a while the Federal commander, apparently satisfied that there were no torpedoes there, ordered the *Commodore Jones*, a double-ender gunboat carrying eight guns and manned by a force of two hundred men, to move up to Deep Bottom, make a landing, and report. This was done, the gunboat passing over our torpedoes; but our man in the pit kept cool, and did not explode them, because, as he afterward said, he wanted to destroy the ironclad *Atlanta*, recently captured by the Federals from us near Savannah, Georgia.

The *Commodore Jones* steamed up to the wharf at Deep Bottom, and found our quarters deserted. This looked suspicious, and the order was then given for her to fall back. Our man now concluded that the entire fleet would retire, and he determined to destroy the *Commodore Jones*. As she retreated she passed immediately over one of the two torpedoes planted there. All at once a terrific explosion shattered her into fragments, some of the pieces going a hundred feet in the air. Men were thrown overboard and drowned, about forty being instantly killed. The whole Federal fleet then retreated some distance below.

Thus was accomplished at one blow, and almost as quick as lightning, the complete destruction of a war steamer by submarine torpedoes. So far as I know, it was the first instance of the kind in the annals of war. Its effect astonished the world, and its immediate result was

Mine Warfare--Civil War Style

the safety of Richmond from a second peril. General Butler, finding his army completely uncovered on the right wing, was unable to accomplish anything by land, and retired to Bermuda Hundred.

Nothing more of consequence took place on the James River, and we were transferred to Wilmington, North Carolina, to defend Forts Fisher and Caswell, at the mouth of the Cape Fear River, from any attempt of the Federal fleet to pass the forts. Here we were confronted with a new difficulty—that of laying torpedoes in the sea, in a wide channel; and our resources in the matter of copper wire and battery material were getting very scarce. We had plenty of cannon powder only. The channel in front of Fort Fisher was about half a mile wide; but just at the bar, over which it was necessary for a vessel to pass to enter the channel, there was scarcely room for more than one or two ships to pass at a time.

We first planted in the regular channel near the bar seven torpedo-tanks, each containing two thousand pounds of powder. It was thought that at least one of these would be covered by a vessel in passing; and we knew from experience that if one vessel was destroyed by the explosion of a torpedo, no other vessel would dare to renew the attempt.

Of the electric wires, one from each torpedo connected it with a wire leading to one end of the battery, which was located in a bomb-proof comprising a part of the fortifications; another wire led from each torpedo to the opposite end of the battery, and hung disconnected until desired to be exploded. All these wires were intrenched in the sand from the shore-line to the battery. These latter wires were numbered from 1 to 7, and sights were placed showing when a ship covered any particular torpedo.

About this time we received a supply of wire, acids, battery, and electrical appliances through the blockade from Europe, and we intended to plant a torpedo right on the bar, the entrance there being very narrow. Everything was prepared for it; but the appearance of the Federal fleet put an end to the attempt, so we had to rest contented with the seven already planted.

Among the apparatus received from Europe was a lot of Wheatstone exploders and Abels fuses. With these we hastily prepared several copper tanks of a capacity of one hundred pounds of powder, and planted them about three feet deep in the sand on the land side of the fort, about three hundred yards in front, and led the wires in trenches to the traverses of the fort. This was done in expectation of an assault by the Federal land forces.

The Federal fleet, however, proceeded to bombard that angle of the fort, and one by one our guns on that side were demolished. At the same time it was discovered that the heavy shells, plowing up the ground in front, had utterly destroyed all our wires, so that the plan of exploding the 100-pound tanks on shore failed entirely.

The Torpedo Division would have liked to extend its operations to the Mississippi River where the Confederates were having a hard time repelling the Federals, but "torpedo" warfare would not have been practical there. Here Crowley tells why and gives the theory behind the successful operation of any underwater mine.

Submarine torpedoes containing powder could not be

effectively used in the Mississippi River, principally on account of its great depth, varying from twenty to one hundred and fifty feet, the immense volume of water to be lifted offering too much resistance.

It would not do to calculate the weight of a perpendicular column of water, with a diameter of say three or four feet, in this connection, because powder, exploding equally in all directions, has a tendency to lift a column conically shaped—that is to say, with a lower diameter of about four or five feet and a diameter at the surface of from twenty to thirty feet. To lift a column sufficiently strong in its upward ascent to crush the hull of a passing vessel in water one hundred feet deep would require such an immense quantity of powder as to make it virtually impossible to handle it.

It is only the breaking or crushing of the hull of a vessel by the upheaving force of a column of water which makes torpedoes so destructive. It is not the flames of powder, or its suffocating or burning gases, which produce the awful death, in many instances, of all on board, but the instantaneous disruption of the hull, driven inward by the weight of the water, crushing everybody between decks, and instantaneously sinking the craft, and drowning those who are carried down by the rapid sinking of the wreck. An ironclad is more quickly and easily destroyed than any other class of vessel, for the reason that such an immense weight of metal armor carries down to the bottom everybody between decks the instant the hull is shattered by a torpedo, the heavy weight of the iron armor above causing the hull to oppose a more inert resistance to the upheaval of the water underneath. I believe several instances occurred in Southern rivers, during the war, where wooden vessels, coming in contact with *mechanical* torpedoes containing only a small quantity of powder, were simply lifted out of the water at the bows, without serious injury to the hull.

So far we had been acting on the defensive, and the torpedoes described might be called defensive torpedoes. It was now determined to apply offensive torpedoes; if the enemy would not come to us to be blown up, we would go to them.

The first thing to be done was to prepare a fuse which was not dangerous to handle, and which would explode quickly on contact with any substance.

To this end we made some sheet-lead tubes, the rounded end being of much thinner lead than the other part.

These tubes were about three inches long and one inch in diameter. Into this tube was inserted a small glass tube, of similar shape, filled with sulphuric acid, and hermetically sealed. The vacant space about the glass tube was then tightly packed with a mixture of chlorate of potash and pulverized white sugar, and the mouth of the lead tube was closed by fastening a strip of muslin over it.

Now, if the rounded end of the leaden tube is brought into contact with any hard substance, the thin lead will be mashed, the interior glass tube broken, and the sulphuric acid becoming mixed with the preparation of chlorate of potash and sugar, an immediate explosion is the result. We then prepared a copper cylinder capable of containing about fifty pounds of powder, and placed several of the leaden fuses in the head, so that no matter at what angle the butt struck the hull of a ship, one of the fuses would be smashed in, and flame from the potash and sugar ignite the powder. At the bottom of the copper

cylinder there was a socket made to fit on the end of a spar.

We discussed the matter of exploding spar torpedoes by electricity, but the difficulty of arranging a contrivance to close the electric circuit when the torpedo came in contact with the hull of a ship, and want of conveniences for stowing a galvanic battery in the launch, induced us to adopt the fuses instead.

This was a formidable weapon, and one extremely dangerous to handle. We first experimented with an empty cylinder fitted with leaden fuses. The copper cylinder was fastened to a spar attached to the bow of a small steam-launch. Thus prepared, we "rammed" an old bulkhead, or wharf, at Rocketts, in the lower part of Richmond, at first unsuccessfully. We then tried it loaded with twenty-five pounds of powder, and, lowering the spar torpedo about two feet under water, again rammed the bulkhead. The effect of the explosion shattered the old wharf and threw up a column of water, completely drenching the occupants of the launch.

Our steam-launch, or "torpedo launch," as it was called, was prepared for an expedition against the enemy's fleet snugly anchored off Newport News. Just at this time a new difficulty presented itself. The launch burned bituminous coal, the smoke from which could be discerned at a long distance, and the sparks from which at night would disclose its presence to an enemy. Some one suggested that we might obtain anthracite coal by dredging at the wharves and in the docks at Richmond. This was accordingly done, and we obtained a supply of the anthracite, for which an almost fabulous sum was paid.

Our launch was about twenty feet long, about five feet beam, and drew three feet of water. She was fitted with a small double engine amidships, and there was sufficient space in her bow for three men, and aft for an engineer, who also acted as fireman. An iron shield was then fixed on her, completely covering the men from plunging rifle-shots.

Thus equipped, and all being ready, we towed the launch down the James River, on a dark night, to a point about ten or fifteen miles below City Point, and then let her go on her dangerous mission.

There were only four persons on board of her, namely, the commanding officer, a mate, a pilot, and an engineer.

From reports afterward made, we learned that she steamed down toward Newport News until the approach of daylight, and then hid in a swamp until the next night, when the attempt was made to blow up the U. S. S. *Minnesota*, then the flag-ship of the Federal fleet, and the largest war vessel in the Union service. The launch steamed all through the fleet that night, being frequently challenged by the deck lookouts. Finally the *Minnesota* was seen looming up grimly in the darkness, and, letting down the spar torpedo in the water, the launch rammed the ship just below the water-line on her starboard quarter.

The effect was terrific, the shock causing the *Minnesota* to tremble from stem to stern. Several of her guns were dismounted and a big hole was opened in her side by the explosion of the 50-pound torpedo.

Owing to the strong tide prevailing at the time, and the violence of the ramming, the launch perceptibly rebounded, so that at the instant of the explosion, which was not simultaneous with the blow, a cushion of water intervened between the torpedo and the hull of the *Minnesota*, thus weakening the effect and probably saving the



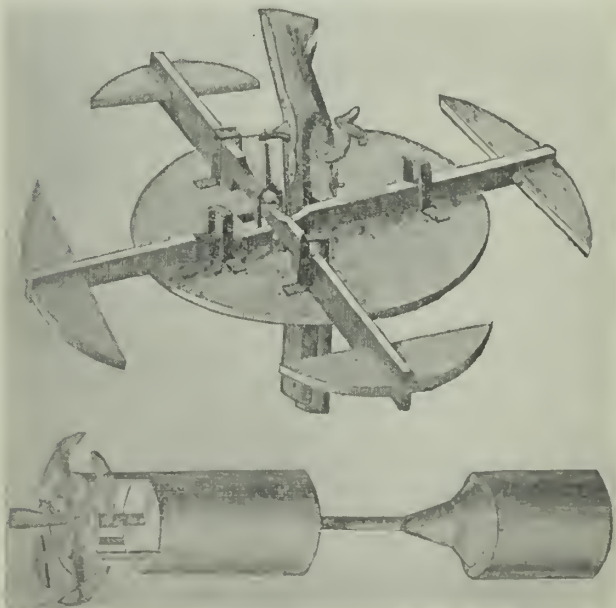
THIS TORPEDO could sink a vessel in ten minutes by brushing one of its floats against the ship's hull.

ship. She was so thoroughly disabled, however, as we afterward understood, that she had to be towed off, and underwent repairs in the docks. Our men were greeted with showers of bullets from the deck of the ship, but they struck harmlessly against the iron shield of the launch, which quickly steamed away under cover of darkness, and escaped.

This, I believe, was the first instance of successful ramming with torpedoes and the subsequent escape of the attacking crew, most other cases happening subsequently resulting in the death or capture of the attacking party. The effect of this daring attack exercised a great influence on the Federal fleets everywhere. It was necessary to double the watches and exercise untiring vigilance against any further attempts.

But by now the Confederate cause was dimming. Soon Richmond itself fell and the war was over. No sooner had the fighting stopped than Crowley was called to see the President, Abraham Lincoln. Lincoln instructed him to guide a working party through the mined waters and remove the weapons that had so successfully blocked the North's warships. Within days this was done. The rivers of the Eastern seaboard were once more open to free navigation.

JARRING AN ARM in the buoy will trip trigger of the musket detonating a 60-pound charge in lower cylinder.



TAFFRAIL TALK

ACCURACY is a password here at ALL HANDS. We like to think we have a passion for it that reflects itself in the magazine.

From the editor down to each writer and researcher, regard for the unadulterated fact is high. But since no one, not even the reliable chief of our Research Section, can be completely infallible, small miscues sometimes creep in.

When one does, we are quick to find it out. You, the reader, tell us. There is probably no more sharp-eyed group of specialists in the world than the ALL HANDS readership — the men of the U. S. Navy.

One of the favorite stories around the office is the one about



the eagle-eyed quartermaster who wrote in to tell us that a jack flying in a picture we printed was actually flying upside down.

Expecting the worst, our art director dug the original photograph out of his files. Far in the background of the picture was a ship. A small spot at the bow was the jack. Fumbling for his magnifying glass, which he keeps for just such a crisis, our Sherlock took a good look. Sure enough, our reader had been right — the pin-pointed flag was flying with the single ray of each star pointing not up, but down!

Printers are famous for letting a writer's mistakes stand. There is a reason for this — strictly speaking, a printer is not to change a comma in copy that comes to him, even if he thinks it is wrong.

But once in a while a printer will try to be helpful. Such was the case the time the managing editor decided to print an upside-down picture of a certain ship to illustrate a "180-degree roll."

Detailed instructions were sent to the printer on how to print it. Then a youthful typesetter on the night shift, taking a last look at the page form, was horrified to see a picture of a ship upside-down. Smiling wisely to himself as he thought of how he was saving the editor's neck, he turned the picture around. Hence, if you remember seeing this one, you now know the reason the accompanying caption didn't make much sense.

Other recent corrections: We published a picture of Air Force wings instead of Naval Aviator's wings (even the copyboy blushed on that one!). A 1000-lb. bomb came out "100-lb." bomb due to a typographical error and we once credited the Navy with the smallest landing craft afloat — a three-foot LCPV. Then there are the grammarians — one reader called us on use of the verb "infer" when we meant "imply."

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: USS New Jersey (BB 62) 'poses' for an unusual bow shot. The battleship is now serving with the U. S. Seventh Fleet and Task Force 77 in Korean waters.



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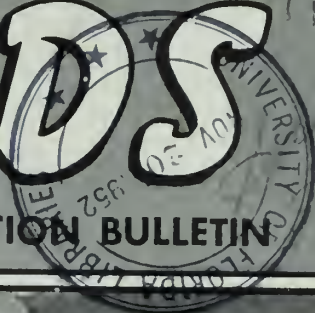
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NAVPERS-O

NOVEMBER 1952



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NOVEMBER 1952

Navpers-0

NUMBER 429

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• FRONT COVER: Two construction electrician's mates improve their technique as power linemen while undergoing training at the Construction Battalion Center, Pahrump, Nev., Calif.

• AT LEFT: BEACHING OPERATION for a PBM is underway. Sailors have attached wheels to the 'Mariner' and the craft is being towed up the seaplane ramp and onto the runway.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.

Little Sweeps Clear Way for Big Ships

LIKE an aggressive boxer who carries the fight to his opponent, the Navy's minesweepers have to "get in there and mix it up." Any sweeperman will tell you you don't get rid of mines simply by sitting back and thinking about them.

That the plucky sweepers of the Pacific Fleet have actually been mixing it up in Korea will come as news to no one. It is no coincidence that of the five U.S. Navy vessels sunk in Korean operations, four have been minesweepers. They were *uss Magpie* (AMS 25), *uss Partridge* (AMS 31), *uss Pledge* (AM 277) and *uss Pirate* (AM 275). The fifth ship was

a fleet tug—*uss Sarsi* (ATF 111).

Pirate and *Pledge* were lost during the same operation in Wonsan harbor, when they went down along with an ROK minesweeper, *YMS* 516.

The Wonsan sweeping job, incidentally, offers a good example of how the minesweeping Navy works. Here was the best harbor on North Korea's east coast, a port which in October 1950 had been taken by ROK land forces. But for five days a large Navy task force embarking 50,000 U. S. Army and Marine reinforcements had to remain outside the harbor, unable to get ashore to com-

plete the clean-up of the retreating enemy forces.

What held them up? Mines. Line after line of what later proved to be an assorted variety of mines lay between the port's docking area and the ships milling around 30 miles out in the Sea of Japan. In all, Navy officers estimated there were some 3000 mines lurking in the 400 square miles of water. The handful of sweepers had their work cut out for them.

The sweepers, three AMs and six AMSs, went to work. The job was originally scheduled to take five days. Plans were laid for the sweepers to cut a path into Wonsan on a straight-line sweep from well out at sea to the inner harbor. By the afternoon of the first day, 10 October, part of the channel had been cleared and many mines had been swept and destroyed.

Then a helicopter spotting for the formation reported a large "cabbage patch" of mines just ahead. This was verified by dozens of mine echoes registering on *Pledge's* sonar. In an attempt to skirt this patch, the formation shifted its sweep to the north to try another and perhaps less mine-ridden channel, a channel which had been used by the enemy only a month before.

For the next two days the 'copter continued its spotting. "Frogmen" from UDT 12, riding in on rubber LCPRs, also helped to search. And *uss Doyle* (DMS 34), *uss Endicott* (DMS 35) and *uss Diachenko* (APD 123) (the frogmen's "mother ship") helped the search in deeper waters, looking for lurking mines.

Next day, the Navy air arm took a crack at the mines.

Trying a new form of mine warfare, carrier-based *Corsairs* and *Sky-raidors* pulled off a "countermining strike." Dropping 100 bombs of the 1000-pound variety, they blasted away at a narrow sea channel near the inner approaches through which the lead sweepers could pass.

Soon after the air strike, the minesweepers, led by the flagship *Pirate*, passed into the blasted area. The 800-ton, 185-foot, steel-hulled sweeper *Pirate* was followed by sister ships *Pledge* and *uss Incredible* (AM 249). *Little Redhead* (AMS 34), a 215-ton, 136-foot, wooden-hulled sweeper,

SAILORS on board a minesweeper relax momentarily during search for enemy mines off coast of Korea. In background are two other minesweepers.



was on "darning duty," ready to cast overboard *dan buoys*: orange-colored, flag-topped, basketball-size buoys used to mark a swept channel.

Also in the formation was *uss Kite* (AMS 22), a sister ship of *Redhead*. She was serving on "shotgun" duty. Her mission was to fire at severed mines as they bobbed to the surface. This five-ship group was making a sweep against moored contact mines.

These mines are what the type most Navymen visualize when mines are discussed. Two sections comprise the complete "assembly" of a mine. First is the mine *anchor assembly*, a large, square metal box which serves as an anchor and houses cable releasing gear. This is connected by a mine *anchor cable* to the other part: the horn studded, spherical *case assembly* containing the explosive. Contact with one of the horns triggers off the explosive—by way of a detonator and booster charge.

The sweeper group altered course to the left to pass between two islands and entered unswept waters. Then it happened. Two horned mines—their cables severed by the sweeping gear—bobbed to the surface astern of *Pirate*. Then four more bobbed up. *Pledge*, maneuvering through the field, cut three more. *Incredible*, also in the thick of things, cut another four.

The 'copter then reported another large cabbage patch ahead. Soon after this the sea beneath *Pirate* boiled up, engulfing her in a mass of spray. In less than a minute she went down.

Pledge stopped and lowered her boat to pick up survivors from her sister ship. To add to the confusion, previously undetected shore batteries began firing on the struggling swimmers. *Pledge* opened up with her three-incher on the shore batteries. In turn, the shore guns shifted their fire from the men in the water to *Pledge*.

While all this was happening, 13 loose mines were floating around on the surface; no telling how many still-moored mines lurked beneath. Within minutes, *Pledge* struck one of them and also went down. Altogether, there were more than 90 casualties from the two ships, including 12 who went to their death with their ships.

In retaliation, *uss Osprey* (AMS 28) moved in from a position further to seaward to work over the enemy shore batteries with her single 40 mm.



LCVPs are being used for minesweeping operations in Korea. Here, a crew rigs one of the small craft for shallow water sweep off Chinnampo, Korea.

and two 20 mms. She was soon joined by *Endicott* and later by carrier aircraft that were called into the fray. At length the enemy batteries were silenced for keeps.

On October 18th the remaining sweepers had cut what they believed to be a clear channel to the beach. Five LCVPs from *Diachenko* had helped in this endeavor. While the 'copter and recently arrived PBM *Mariners* spotted mines for them, frogmen riding the LCVPs anchored empty powder kegs near each mine cable. This served to mark mine positions for the sweepers. In two days

all moored mines within 15 feet of the surface in the channel area had been marked.

With but one hour of contact mine sweeping left on the operation schedule, four AMSs were making a final sweep when it happened again. Some 400 yards astern of *Redhead* the sea rose up in an angry geyser. An influence mine had been set off. A number of mines were then detonated in rapid succession. One of the exploding mines caught the ROK sweeper YMS 516, sending her to the bottom and taking the lives of half of her crew.

This incident set D-day back sev-



NEAR MISS—Geyser of water erupts from the surface of ocean as enemy projectiles send UN minesweepers scurrying out of range. None were damaged.



FLAGTOPPED 'PIG' is hoisted aboard USS Mocking Bird (AMS 27). Right: Depressor is rigged on LCVP for sweep.

eral days. The whole channel now had to be swept for influence mines. It took more than a week. As a result, the amphibious force, including 21 transports and 15 LSTs had to mill around in the Sea of Japan.

This demonstrates how mines can foul up an operation and passively defend a coast. And these are the methods used to clear the way.

In the above narrative many terms have been bandied about which are generally familiar only to men of the "mine navy." Here is what some of the more important terms mean.

Influence mines (which made their deadly debut in World War II) generally come in one of three forms: *magnetic* (met at Wonsan), *acoustic*

and *pressure*. Sweepersmen call these "sinkers" or "mudders" because they rest on the bottom instead of lurking a few feet below the surface like a contact mine. It doesn't take actual contact to set off an influence mine. All you have to do is come close enough to "influence" it.

The name of each indicates the type "influence" needed to set it off. In a magnetic mine, the magnetic influence of a passing ship induces current in a coiled rod within the mine case. This closes a switch triggers off the detonator, which in turn sets off the explosive.

The acoustic mine utilizes a simple hydrophone, an "artificial ear," set to hear a ship's engines or pro-

pellers. When it does, its diaphragm vibrates and closes the fatal switch. In a pressure mine, the negative pressure of a passing ship sucks a diaphragm upward, closing the switch.

Sweeping moored contact mines calls for plenty of "wire rope" seamanship. Designs vary somewhat among types of minesweepers, but this is what a typical rig looks like:

Streaming out from the sweeper's stern on both sides are *Oropesa* or "O"-type sweeps. Aside from the short span of wire running from the ship's stern to the water, the only thing you see on the surface is the float or "pig." The pig resembles an airplane's wing-tip tank and carries a large, brightly colored marker flag. It marks the outboard end of the sweep rig. It also marks the underwater location of the *otter*—an oblong, box-like device consisting of curved fins set at an angle inside a frame. The fins hold the otter on a straight course about 35 degrees to port or starboard of the ship's course.

Spanning the pig and otter is a cable whose length controls the depth of the sweep wire—usually about 8/10ths of the depth of the water in the area being swept. The finned otter exerts a downward pull, a force which is balanced by the floating pig. As a result, the otter and attached sweep wire do not plunge to the bottom but sweep along at a constant depth.

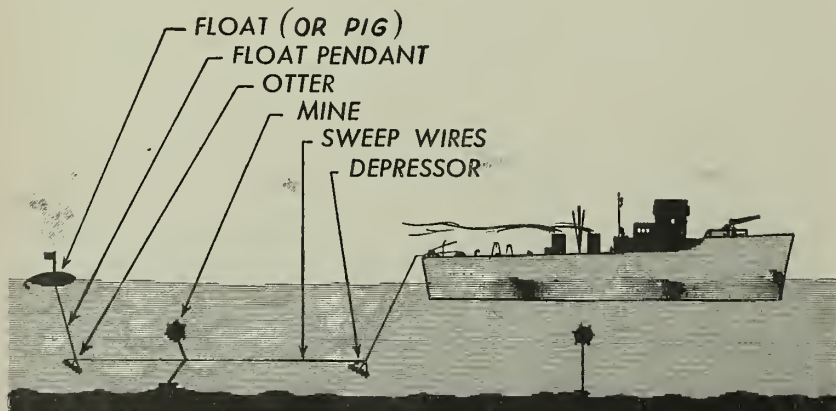


DIAGRAM shows minesweeper rigged to cut loose moored mines. Only float shows on surface; pendant, otter, wires and depressor are under water.

Another pull — the horizontal pull of the otter away from the ship's heading — puts a strain on the actual sweep wire, a serrated cable normally about 300 fathoms long. Every 40 fathoms or so along the sweep wire are attached knife-like cable cutters which snip the mooring cables holding the mines underwater. At the in-board end, the sweep wire is connected to a *depressor*, a device similar to the otter, which plows along below the surface just aft of the ship and which also helps hold the sweep wire at its prescribed depth.

A minesweeper rigged in the manner described above cuts a channel about 200 yards wide. Higher speed sweepers such as the DMS class do not carry cable cutters on their sweep wires because the jagged nature of the wire combined with the speed of the ship is sufficient to saw through the mine cable without further help. Should the sweep wire hit the mine cable too late for the sawing process to be effective, the mine cable is snipped off by a double-bladed cable cutter on the outboard end of the wire near the otter.

When a mine's cable is severed, the buoyancy chamber within the submerged mine case causes the mine to pop up to the surface. As it bobs around on the surface, the "shotgun" sweeper nearby sinks the floating mine with rifle fire or 20 mm. bursts. Contrary to general belief, it isn't necessary to hit a horn to do away with a contact mine. A hit on the



CREWMEN ready a motor launch for minesweeping work off Korea. The boat is especially rigged and equipped for sweeping operations in shallow waters.

horn will explode it, of course, but putting holes in buoyancy chamber fills the mine case with water. It then sinks to the bottom where it remains a hazard to sharks, ships' wayward anchors and anchor cables.

When sweeping for contact mines, two standard formations are generally used. The first is the open echelon" or "pig to pig" formation. In this one, the left otter of one sweeper trails the right otter of the sweeper ahead (and to the left). This pattern

covers a maximum area, but it furnishes the least protection to the sweepers.

In the "protective echelon" formation, on the other hand, only the sweeper leading the formation is exposed. Sweepers following in echelon are covered by the sweep wire and otter of the sweeper ahead. Although it covers less area, it is a safer formation.

That's how they take care of moored contact mines. Dealing with



LCVP gets underway with gear on board. Right: Crewmen prepare to drop 'pig' or float over minesweeper's side.



USS GULL (AMS 16) swept area near Chinnampo for mines so U.N. forces could stage a 'commando raid,' cutting enemy rail and supply lines.

influence type mines calls for entirely different measures. Of course, naval vessels and many merchant ships neutralize themselves in degaussing coils which theoretically render the vessels "magnetically neutral." This method is not infallible, however, because of the many magnetic variables both in the ship's own magnetic field and in the earth's magnetic variation.

Strung out aft of a vessel engaged in magnetic sweeping are large cables. When the cables are in position, a powerful shipboard generator is started. Powerful surges of current move through the cables and the

water, creating a strong magnetic field which in turn "influences" the magnetic mine to detonate itself.

Sweepers make several passes when searching for magnetic mines because mines oftentimes are set to go off only after a ship has passed over them several times.

Handling the other two types of influence mines requires still other measures. Acoustic mines can be set off by increasing the noise level. An electrically or hydraulically operated "hammerbox" at the ship's bow just below the waterline can trigger them off by banging away. The hammerbox makes noise in a manner similar

to that created by a pneumatic drill breaking down a piece of city pavement.

Pressure mines can be set off by towing weighted, expendable barges across the suspected area. It may cost a couple of barges, but it saves lives and ships. Another method (used off Japan after World War II) is to send old Liberty ships through the area. The weight of barges and Liberty ships sets up a pressure more nearly equal to capital and service force ships. Bantamweight AMs and AMSs don't have the necessary weight (fortunately for them) to detonate these mines.

Tricky combinations can be set into influence mines. For example, an acoustic trigger can be rigged to a magnetic mine. Such a mine would lie dormant during a magnetic sweep. However, a ship with powerful engines and noisy propellers coming along later would be crippled. Her noise would release the acoustic trigger and then — unless properly degaussed — her magnetism would set off the deadly magnetic trigger. Such are the problems facing the Navy's sweepermen.

However, new methods of mine detection and destruction are being developed all the time. Since the outbreak of war in Korea, a new type, lightweight sweeper has made its appearance. This is the *minesweeping boat* (MSB). It evolved from LCVPs which worked with special lightweight minesweeping gear.



SWEEP MEN on board an LCVP rig their 'pig' for sweeping operations. Another LCVP is already on the job at right.

MSBs, like LCVP minesweepers, are also designed to be carried to the scene by a mother ship. More than 50 MSBs are now in service or under construction. These wooden-hulled vessels are 57 feet long, have a 10-knot speed and a crew of seven. Other details: diesel engines, twin serews and very shallow draft. They are designed to work in areas too shallow even for AMSs with their eight-and-one-half foot drafts.

In addition to the newly evolved MSBs, there are four well-established types of active duty vessels serving in the mine navy. Largest of these are the high speed mine sweepers (DMSs) and light mine layers (DMs). Both types were converted from World War II destroyers and retain their original names.

Next largest are the fleet mine sweepers (AMs). These ships are 185 or 221 feet long, steel-hulled vessels with diesel and diesel-electric drives. These and the smaller AMSs have handled the brunt of the Navy's mine sweeping both in World War II and the Korean war.

The high-bowed, 136-foot auxiliary motor minesweepers (AMSs) are the Navy's largest wooden-hull vessels, weighing in at 270 tons. Prior to 1947 they were known as motor minesweepers (YMSs). AMs and AMSs are the most numerous of Mine Force vessels, about 50 of each type being in commission.

Minesweeping boats are not the only mine craft whose development was given a boost by Korean sweeping lessons. The AMCU — mine hunter — is another. A number of these are included in the 1952 conversion program, a few being converted from AMS-type craft and the others from infantry landing craft (LCI) types. They will carry explosive ordnance disposal teams during anti-mine operations.

In the Navy there are ships many times as large and three times as fast as the great majority of sweepers. The layman can tell you quite a few things about destroyers, submarines, fleet oilers and transports. Ask him about minesweepers and you'll probably draw a blank. But every now and then — such as a Wonsan and Chinnampo — a mine field holds up the operation and the 'big steel jobs' can't move in. Then the little sweepers become the most important ships in the Navy. — W. J. Miller, QMC, USN.



USS THOMPSON (DMS 38) sustained her second hit by Red coastal guns in same area where she suffered her first battle damage over a year ago.

DMS Seeking Out Coast Target Sustains Second Hit

While standing off Songjin on the east coast of North Korea *uss Thompson* (DMS 38) sustained her second hit by Communist coastal guns on 20 August. Enemy shells killed three crewmen and injured 10.

By coincidence *Thompson* was in the same area where on 14 June 1951, she suffered her first battle damage and casualties during her first Far Eastern tour, apparently by the same guns that had killed three other crewmen and wounded a like number.

The high speed destroyer-mine-sweeper had only recently arrived for her second tour. The previous night, the ship had operated with U.N. east coast blockade and escort forces, firing on a rail bridge north of Tanehon. Replenishing at daylight, she moved north to participate in an air-spotted bombardment of targets in Songjin.

As she prepared to open fire on the target area, an enemy shell splashed near her bow. Immediately the ship got underway at flank speed, changing course frequently. Despite the evasive action, however, the next shell hit the flying bridge, spraying shrapnel in the pilot house and fire control platform.

One of the injured men, Joe R. Moore, SN, usn, said that he owes his life to his buddy, Donald B. Smith, SN, usn. While he and Smith were on their GQ station as

lookout and talker, they reported the first shell splash to the officer of the deck. "Then," said Moore, "my buddy grabbed me and pulled me behind the fire control director. The next shell hit where we were standing. That's why I figure I'm a lucky guy."

Thompson's navigator, Ensign John M. Donnell, Jr., usn, one of the destroyer-mine-sweeper's wounded, reported that he had stepped out on deck to spot the location of the shore guns with his glasses when there was an explosion. He said, "It felt like someone was pouring hot lead down my leg. I shook my trousers a little and some chunks of metal fell out."

uss Iowa (BB 61), flagship of the Seventh Fleet, intercepted *Thompson's* report of action and steamed to her assistance. The wounded were quickly transferred and rushed below to the battleship's modern hospital where doctors worked through the night. *Iowa's* doctors praised the work of *Thompson's* hospital corpsmen for the first aid treatments given the casualties and of Lieutenant (junior grade) Floyd H. Poteete, Jr., (MC), usn, when he boarded the minesweeper by helicopter to ready the patients for highline evacuation.

Other U.S. ships in the Korean War which have been hit twice by coastal gunfire are *uss Helena* (CA 75) and *Osprey* (AMS 28).

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **CIVIL READJUSTMENT**—Personnel assigned to advise Navy men of their benefits as veterans will get a new, up-to-date aid when a Bu-Pers pamphlet reaches their ship or station.

A *Referral Directory for Navy Veterans' Counselors* (NavPers 15832), put out by the Veterans Affairs Branch of the Bureau, contains a complete index on where to write or apply for various Federal and state veterans' benefits. The pamphlet is a revision of a former directory and supplement and combines the information contained in both.

In addition, several new features have been added, including a "geographical guide" to VA regional offices.

The *Directory* also lists appropriate Federal and states agencies concerned with the readjustment of the serviceman to civilian life. Among these are the VA, Civil Service Commission, Selective Service and Red Cross. It tells where you should write to get details on state bonuses.

• **NEW I&E MANUAL**—A newly revised *Information and Education Manual* (NavPers 16963C), differing in many respects from earlier editions published under the old name *Educational Services Manual*, has recently been distributed to all ships and stations.

While the manual is expressly designed for use by I&E officers, it should be of interest to the Navyman who needs help in planning his off-duty education program.

The new manual has been completely revised and brought up to date. A new chapter, "The Job of the

I&E Officer," offers a quick check-list of requirements for carrying out a well-balanced I&E program. Among new features is an appendix covering regulations for establishing and operating Armed Forces Radio Service stations.

• **EDUCATIONAL PAYMENTS**—If you're planning to go to school under the Korean G.I. Bill you'd better take along enough cash to tide you over for about two months—that's how long you can expect to wait for your first check from the Government.

The reason for the delay, the Veterans Administration explains, is that under the law, G.I. education and training allowances can't be paid until sometime after a veteran actually completes each month of training. Therefore, one month of the delay will be caused by the veteran completing that initial month of training.

The law also requires that both the veteran and his school or training establishment submit a certification to the VA—after the end of the first month—to the effect that the veteran actually was enrolled in training during that period. This too, takes time.

Finally, after the VA receives the certification, it must compute how much G.I. allowance you are entitled to and then mail out the payments. This process, normally will be kept to 20 days from the date the VA receives the certification. However, after you receive your first check the others will come regularly each month, so long as you remain in training.

The allowances for veterans training full-time in schools and colleges under the new Korean G.I. Bill are \$110 for those without dependents, \$135 for those with one dependent and \$160 for those with more than one dependent. The G.I. training allowances are paid directly to veterans, and are the only such payments made under the Korean G.I. Bill. They are for the purpose of assisting veterans in meeting the costs of their training.

• **G. I. HOME LOANS**—Navy men who leave the service and buy a home under the G. I. Bill of Rights are advised to be on the lookout for swindlers.

All former Navy men who are delinquent in payments on their G. I. home loans are warned to check carefully any offers by strangers to pay delinquent payments for them—or they might lose their vine-covered cottage!

This warning was sounded by the Veterans Administration, which has guaranteed home loans for nearly 3,000,000 veterans.

VA said such veterans should check with the holder of the mortgage or with the loan guaranty division of the nearest VA regional office to determine whether or not the offer is legitimate and sound.

In some parts of the country, a revival of the practice sometimes called "milking" or "equity skinning," has occurred.

In one form of this racket, the veteran, who is behind in his G. I. loan payments, is approached by an individual who offers to pay the delinquent installments if the veteran will just "sign on the dotted line."

The veteran soon learns that he has actually signed a deed and can get his property back only by signing a land sales contract at a much higher price.

When the veteran finds he is unable to meet the unusually high terms



DON'T PASS UP A GOOD THING—But pass this copy of ALL HANDS to nine others. Ten people must read this copy.

of the land sales contract, legal action is taken by the swindler to obtain possession of the veteran's home.

In other instances, a low cost subdivision will be canvassed by a group of swindlers to learn whether veterans are having trouble meeting their G. I. loan payments.

If they are these individuals offer each veteran a nominal amount for his property beyond what is owed on it—plus the privilege of purchasing another home in a lower cost area on a land sales contract. Because the offer is made to each home owner in the subdivision, veterans are less likely to suspect foul play.

In this case the veteran agrees to give up possession in 60 days and "signs on the dotted line," unaware again that he is signing a deed. When the 60 days are up, the veteran learns that no listings are available in the lower cost development as promised. The veteran is then evicted from his home.

A third variation of these crooked practices, is used in states where there is a long mortgage redemption period. A veteran, falling behind in home loan payments is offered a nominal sum for a deed giving up claim to his property with a verbal promise that all back payments will be made up.

The veteran moves out believing that his loan will be brought up to date. Instead, the individual holding the deed rents the house without making any attempt to make up back payments.

Most of the money these swindlers receive as rent is clear profit for them until foreclosure is made when the payments are not made up. The veteran unaware of what has happened, still owes the original lender from which he borrowed money to purchase the house and he might possibly owe the U. S. Government too, if the VA pays a claim on the loan.

Many variations of these practices are used in different parts of the country, depending on state and local laws. Although these practices may be legal, they are considered unethical by the vast majority of mortgage lenders and real estate brokers.

VA advises veterans that they will be protecting their own interests and doing other veterans a service if they report any such propositions to the holder of the mortgage and to the nearest VA regional office.

Additional information may be obtained from local VA offices.

• **FLYING FOR VETS** — Korean veterans who want to learn how to fly can get 75 per cent of their flight training paid by the government but the rest will have to come out of their own pockets.

That's the provision made in the new G.I. Bill of Rights, other provisions of which are covered in the Bulletin Board section of this issue.

In the case of a veteran taking flight instruction along with some other course under the Korean G.I. Bill, he will receive both the flight allowance plus whatever other allowance he may be entitled to, depending on the course. This benefit is available only to personnel after they have been released from active duty.

• **CHANGE IN I. D. CARDS** — When you get your next I. D. card (Armed Forces Identification Card), you'll notice a slight change. In the small block marked "Grade," you will find printed either "Non-rated" or "Rated" or, if you're a chief petty officer, your rate.

This change has been made so that a new card does not have to be issued each time a Navyman advances a grade in rate.

Under the new system, you'll keep your original card until you become a PO3, then get a new one with the "Rated" notation on it, then hold this one until you make chief. Then you get the works—your actual rate type-written in.

No change has been made to the instructions regarding the issuance of the I. D. card to officers.

• **G. I. ENROLLEES** — More than 31,000 veterans with Korean service applied for education and training under the Korean G. I. Bill in the first ten days of the new program, the VA has announced.

The new law provides five benefits, all designed to assist veterans returning to civilian life. Included are education and training, guaranteed or insured loans for homes, farms and businesses, unemployment compensation, job-finding help and mustering-out payments.

The total number of veterans who actually started G. I. training was much smaller than the 31,000, however, the VA points out. One reason is that many who applied in August (when the total was tallied) did not actually begin training until September.

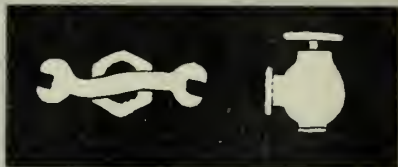
QUIZ AWEIGH

This month's quiz is no snap, but take a crack at it before turning to the correct answers on page 53.



1. Pictured above are LCVPs hitting the beach at Wonson, Korea. On an invasion, each boat carries a crew of (a) 3, (b) 4, (c) 5.

2. An LCVP is capable of transporting approximately (a) 36 men or 8100 pounds of cargo, (b) 25 men or 16,200 pounds of cargo, (c) 120 men or 60,000 pounds of cargo.



3. The tool design of the left identifies (a) machinery repairmen, (b) mechanics, (c) utilities men.

4. At right is the specialty mark of (a) utilities men, (b) boilermen, (c) machinist's mates.



5. This sailor sees his target through (a) a telescope, (b) a stadiometer, (c) an infra-red communications device.

6. Carried by most surface ships of the active fleet, it is used primarily (a) to determine distance between ships, (b) for night ship-to-ship signaling, (c) for photography.

ANSWERS TO QUIZ ON PAGE 53

Hobbyists Put Spare Time to Good Use

NAVYMEN with hobbies are a special breed. They will collect just about anything, raise any kind of animal you can name and build the oddest assortment of paraphernalia out of the weirdest variety of material.

For example, there are gun collectors, worm ranchers and bullfighters—to mention only a few. Some Navy-men put their hobbies to profitable use, but all of them derive a one hundred per cent return from the standpoint of fun and recreation.

One of the gun collectors mentioned is Lieutenant David F. Purinton, engineering officer aboard the submarine *uss Trout* (SS 566), who could be a one-man assault party with his hobby. He has collected around 200 guns of various types and vintages dating back to the early 1600's. His oldest gun is an Italian pistol some 16 inches long. This intricately-engraved firearm is similar to the flintlock type but has the com-

plete lock, including all parts except the trigger, on the outside. The lieutenant says it was used by the Arabs during their struggle for desert territory early in the 17th century.

Among the worm ranchers are a couple of chief aviation machinist's mates, Clyde Wilson and Tom Hammer, who, during their working hours, teach the intricacies of the helicopter at the Naval Air Technical Training Center, Memphis, Tenn.

What started out as a means of getting fishing bait has turned into a money-making business. The two built a cement block "corral" and purchased a few thousand red worms to raise enough for their summer fishing.

At this point, the worms, reproductive little creatures that they are, took matters into their own hands. Before the "ranchers" knew it their corral was teeming with tens of thousands of red worms. Since red worms mate every seven days it was all the ranch-

ers could do to keep them penned in and as their herd grew they had to extend the corral. Today they have a veritable quarry of quivering "live stock"—which by the way sells for a penny a head.

The bullfighters we have in mind are a Navy physician and a Marine corporal.

Lieutenant (junior grade) William H. Bloom, a Navy doctor who specializes in neuro-surgery at the Naval Hospital, San Diego, Calif., has long been an ardent bullfight fan. However, his enthusiasm for the sport got beyond the spectator stage when he had an opportunity to visit some ranches in Mexico where bulls are raised for the ring. Inspired, he borrowed a cape and started to practice the bullfighter's art, first with calves and eventually with the real thing.

Lieutenant Bloom has encountered bulls in Tijuana and Mexicali bull rings. He has organized two clubs which are designated "Tauromaquia" (bullfighting) Societies. One is in San Diego with the other, boasting 25 members, in El Paso, Tex. He also helps edit a bullfight journal which is published every two weeks.

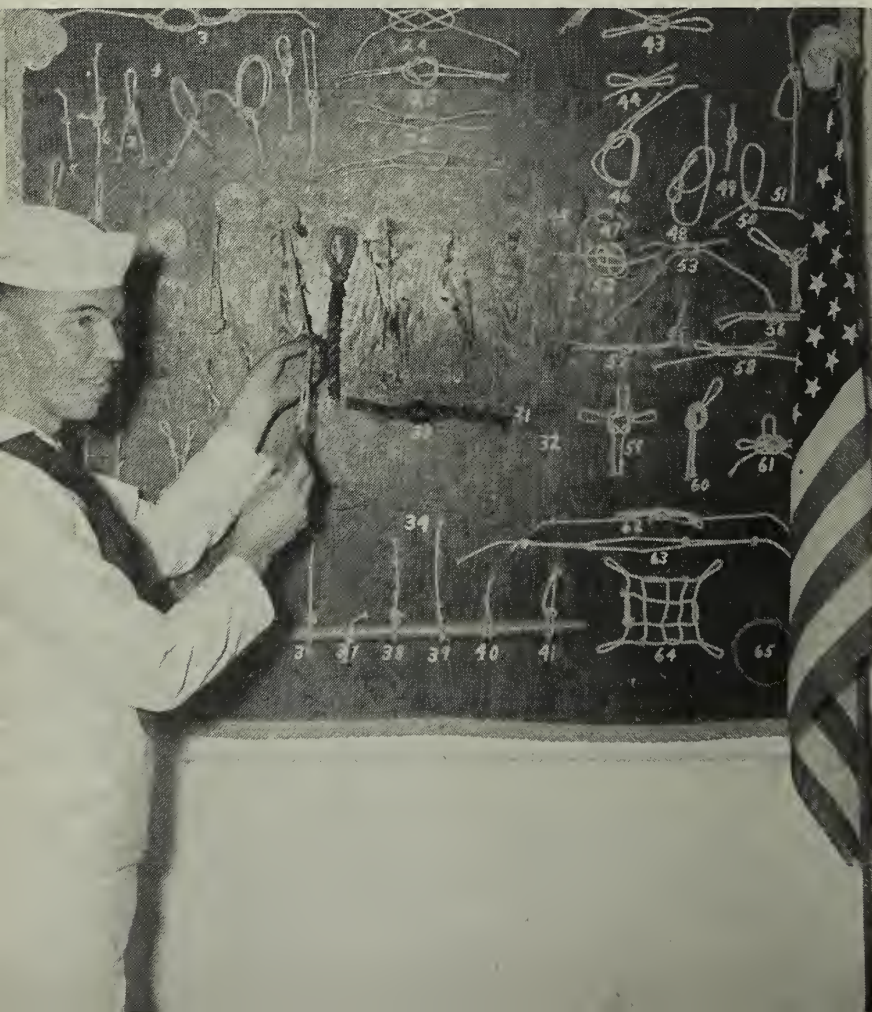
Corporal Al Guerra, USMC, stationed at the Naval Amphibious Base, Coronado, Calif., has also had a little experience "playing" with bulls. Like the doc, Guerra visited Mexican ranches and watched the bullfights. In his spare time he practiced in front of mirrors and behind barracks until he was ready to meet his first real bull at Mexicali. P. S.—The corporal won.

Hobbies like these provide means for off-duty pleasures. Others offer chances for a guy to put his Navy-learned skills into practice. A hobby can also provide a painless way to earn a little extra money and prepare for the time when you retire.

Hobby shops afloat and ashore usually get organized out of the desire of the men themselves for a place to work, build and create things. Usually there is a recreation officer to take the lead and help crewmen get a shop started. Necessary tools and equipment are purchased through the ship's recreation fund, out of profits from small stores and Navy Exchanges or from the individuals' own contributions.

Some hobbies are inspired by Navy

KNOT-TYING, combined with Boy Scout work, is the hobby of W. R. Ham-
ilton, AN, USN. Here, he explains the knots a 'tenderfoot' scout must learn.



life itself. For example, Lieutenant Commander Harry L. Sigleer, MSTs, North Pacific area, has built himself a Navy task force in miniature. His intricately-carved armada is composed of 53 pine model ships, including cruisers, destroyers, aircraft carriers, battleships, submarines, landing craft, destroyer escorts and a liberty-type cargo vessel.

The models are built on a scale of one inch to 20 feet and represent nearly 14 years of painstaking work. In addition to the pine wood, the only materials Sigleer uses are masking tape, cardboard, string, paperclips and pins. It takes about three and one-half months, he says, to build a model of a ship like Iowa. His entire "workshop" consists of a saw, a razor blade, a pair of pliers—and his fingernails.

Another fleet of ships, 100 strong and ranging from submarines the size of a paper clip to miniature aircraft carriers complete with straight pins for guns, make up the fleet of ships built by John F. Reed, SA, of VC-12 at NAS, Quonset Point, R. I., in his spare time.

Another hobby with a unique bit of craftsmanship has turned up on board USS *Missouri* (BB 63) where crewmen Glenn C. Eigmey, BM2 and Bernis Casey, SN, have fashioned a silhouette of their ship from thousands of tiny square knots. The silhouette is backed by a golden sky painted by a shipmate, Peter Cristenson, SA, of the ship's print shop.

Other hobbies are born of a keen interest in outside fields. A good example is the fabulous hot rod owned by Les Harvey, AD1, USNR, of the Naval Air Reserve Training Unit, Marine Corps Air Facility, Santa Ana, Calif.

The car in question is a modified coupe which competes in the weekly "drag" races on an abandoned air strip at Orange County Airport. The car holds the record for the modified coupe class at 125.95 mph for a quarter mile. In August 1951, it was clocked (electrically) at a speed of 143.42 mph over a measured mile at El Mirage Dry Lake in the Mojave Desert. In all, the odd-looking speedster has won 35 trophies for various speed contests during the past year.

Built primarily for acceleration, the auto weighs only 1560 pounds. The fuel mixture Harvey uses is a concoction of methol alcohol, mitro



PIANIST-COMPOSER, Richard Weigum, YNSN, USN, has written and appeared in many shows, including 'Thru the Years,' at NAS Barbers Pt., T. H.

menthane, hydrogen peroxide and castor oil! (Hot rod enthusiasts please note).

An interest in pigeons inspired the hobby of Second Lieutenant John Kader, Jr., USMC, who is a clothing issue officer at Quantico, Va. He's a pigeon racer and the proud owner of 25 "thoroughbred" birds.

Every warm day on the weekends, Lieutenant Kader takes his racers to the Greater Washington Concourse Club in Washington, D. C. From there, the birds are transported along with hundreds of other ones, by van

to a place anywhere from 100 to 600 miles away known as the "liberation point."

Each pigeon in the race is marked with a "counter mark" attached to its leg in addition to the registration band that it must wear. When the racer returns to its home loft, the counter mark is removed and placed in a sealed timing clock.

These clocks, which have been synchronized with those of the owners prior to the race, automatically stamp the time on the counter mark. Then the clock, still sealed, is taken to the



SHIPBOARD hobby shops are popular with bluejackets. In off-duty hours, sailors build model ships, carve horses, make briefcases, wallets, belts.



MURAL PAINTING is the hobby of William Radley, AN, USN, shown putting finishing touches on one of the murals he painted for his squadron's rec hall.

Washington club, opened and the winning bird is identified. The winner is selected by its speed, that is, the yards per minute the bird has flown.

In explaining how homing pigeons find their way, Lieutenant Kader points out that a physicist recently confirmed the theory that homing pigeons (and certain other birds too) are peculiarly sensitive to two distinct forces—the pull of the earth's magnetic field and the "Coriolis force," caused by the rotation of the earth. No two spots within the pigeon's range have exactly the same "feel" to the bird. Therefore, with the help of "built-in" navigational aids, pigeons pass up all the unfamiliar spots until they finally arrive back at their own loft.

Curtis Perry, a chief aviation ordnanceman at the Naval Air Station, Jacksonville, Fla., is buzzing about his hobby—he's a bee-keeper. He started his novel collection when a friend discovered a swarm of bees in the grille of his car. Perry removed the grille with the aid of some smoke and a cup of water that grounded the bees and rendered them groggy long enough for him to capture the whole batch (at the price of only one sting). He estimates his original collection to be worth about \$10 but expects to make a lot more out of the little honey-makers by selling the sweet-stuff to his shipmates.

Richard O. Albert, BM1, USN, is

probably the only collector of birds and insects in the U. S. Pacific Fleet. In the past two years, Albert has sent several thousand insects and approximately 100 birds from all over the world back to the Texas Technological College in Lubbock, Texas. During a recent tour of duty aboard *uss Menard* (APA 201) in the Far East, the salty birdlover collected four native birds from the Japanese area and sent them back to the Texas school. All four were land birds which had alighted on the ship while at sea.

How does he catch them? Simple,



TWO MARINES work on model airplanes — one of the most popular hobbies. Some models actually fly.

he says. No gun, no net, no salt on the tail—he grabs them with his hands!

Deep down in one of *Menard's* holds, Albert has set up a makeshift work table. Here he skins a bird, puts cotton inside the skin then mails the "stuffed" result. Albert has also sent insects back from Canada, Mexico, Japan, China, Korea, Hawaii, Panama and more than half of the 48 states.

In Japan the scenic beauty of the island panorama inspired three Navy-men to build a model railroad complete with realistic Japanese surroundings. K. D. Ofenback, a seaman, R. J. Armstrong, a damage controlman and J. E. Biggs, an airman at NAS, Atsugi, Japan, built a model railroad on a large wooden frame with Mt. Fuji looming in the background. The miniature track winds around small lakes and through a tunnel at the base of the mountain. This is one of many model railroads that have been built throughout the fleet—building railroads seems to take second place only to building ships by Navy hobbyists.

There's nothing so strange about the hobby of Russell Ambrose, a barber at the NAS Navy Exchange, Memphis, Tenn., though—he collects money. The only difference between Ambrose and other Navymen who like the "long green stuff" is that Ambrose goes in for old coins rather than greenbacks. Ambrose is so interested in his hobby that he hopes to form a coin collector's club of his own. One of the rarest coins in the collection is one of Napoleonic mintage dating back to 1871.

Demonstrating that it really takes a keen interest in a hobby to enjoy it, Menton C. Gwaltney, an aviation electrician's mate of Fleet Air Service Squadron 120, collects snakes. Being in the Navy has in no way curtailed his hobby. On the other hand, his current Japan duty is giving him a chance to do some scouting for Asiatic reptiles. "Anyway," says Gwaltney, with a grin, "there's not much competition in this particular field—it's wipe open."

Some hobbies not only provide pleasant pastimes, but bring special prizes as well. For example, Clifford E. Schindele, chief aviation electronicsman at the Naval Examining Center, Great Lakes, Ill., won first prize in the textiles division at the third annual Armed Forces Occupational Therapy Competition with two

of his hand-made, crocheted samplers.

And Frank James Morgan, a chief patternmaker aboard *uss Delta* (AR 9), won second prize in a California sculpture show with one of his creations. It eventually sold for \$250.

On the other hand there are hobbies that not only provide immediate rewards but also pave the way for profitable living after its practitioner retires. Take E. L. Lemon, an aviation machinist's mate at NAS Barber's Point for example—he won the top prize at the Hawaiian 49th State Fair this year with his grand championship bull. The sea-going rancher also had two Herefords entered in the stock contest at the fair which took first and second place prizes in their class. After the fair, Lemon sold all of his cattle, including the prize bull, "Jumbo," to local ranchers. He plans to put the money into his California ranch when his hitch in the Navy is up.

One of the many Navymen whose hobby is that of training or instruction is Willard R. Hamilton, airman with the Fleet Aircraft Service Squadron 117.

Hamilton is assistant scoutmaster with Troop 8 of St. Andrews Episcopal Church in Honolulu and uses his spare time in the Navy to continue the Scout work he began in Civilian life. He is one of many contributing their time to the Scouting movement.

The hobby of music always provides entertainment for others as well as the hobbyist. Numerous bands and orchestras throughout the fleet bring



LOTS of sailors spend their spare time in leathercraft work. Here a blue-jacket instructor shows one of his 'pupils' the right way to construct a wallet.

off-duty pleasures to thousands of bluejackets ashore and afloat.

An outstanding example is orchestra leader Dick Weigum, usn, a yeoman at NAS Barber's Point who is also a songwriter in his own right. He has written a number of songs and turned out a successful Navy show entitled "Thru the Years."

Demonstrating how handy a hobby can sometimes be, Oliver Hartwell, RD3, usnr, aboard *uss Newport News* (CA 148) recently "saved the day" during a combined maneuver off Algiers. Several nations were involved in the maneuver and the vari-

ous languages presented a problem. Interpreters were used for the general plans but when it came to exact details it was decided a visual presentation was needed.

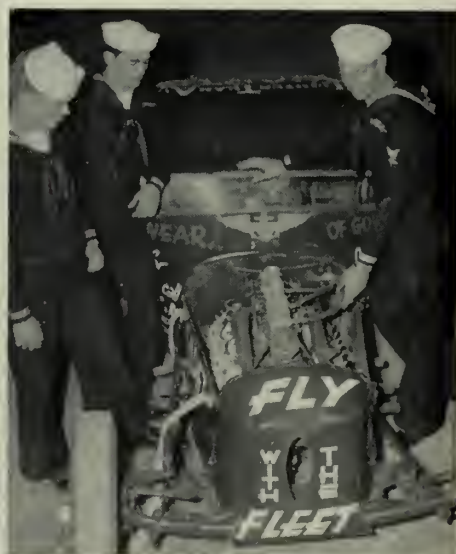
Hartwell, who is an accomplished artist on the side, turned to with his pallet and brush and came up with a series of display pictures that could be understood in any language.

For the part he played in the maneuver, Hartwell received a letter of commendation from the Commander of the Sixth Fleet, Vice Admiral Matthias B. Gardner, usn.

Hobbies, you sec, pay off!



LCDR Harry Sigleer, USN, shows 'fleet' to his son. Right: Les Harvey, AD1, USNR (right), describes racer to pals.



Disposaleers Learn Dangerous Doings

GOT an enemy projectile in the middle of command headquarters? Or a mine under a pier in a big harbor? Or perhaps our forces, after advancing, decide to occupy some buildings and there's a chance they might be booby-trapped.

Well, if you've ever heard of bomb or mine disposal, you'll recognize that any of the above means a job for the ordnance disposal man; a person who is neither slightly crazy nor a member of a suicide corps as some servicemen unknowingly think him to be.

Most of the time disposal work consists of "high ordering" or blowing up the unwanted piece of ordnance. This can be safely done in remote areas where there are no persons or buildings near enough to be harmed.

Once in awhile, though, a situation will arise where the only sensible solution is to render the item safe so that it cannot explode before moving it from the scene—say in the case of a bomb that has failed to function, dropped near an important factory.

"Nix to that, brother," you say. "It's liable to be dangerous." Sure it is. Any time a person handles explosive ordnance there is danger involved and he's got to be mighty careful. However, disposing of it is not nearly so bad as you might think. Look at the record. In World War II fewer than one per cent of our disposal men lost their lives.

Shortly before Pearl Harbor the



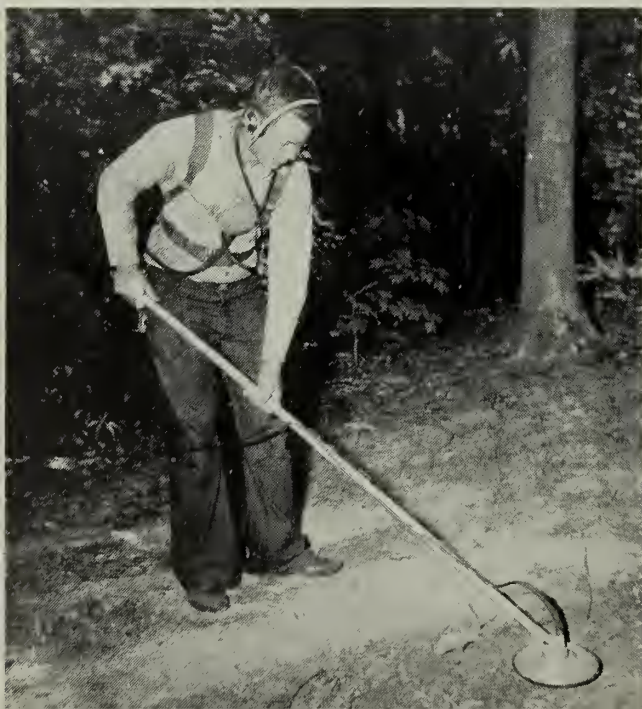
UNDERWATER MINE is rendered harmless as officer removes arming pin. Ordnance disposal teams helped 'de-harm' many 'souvenirs' after World War II.

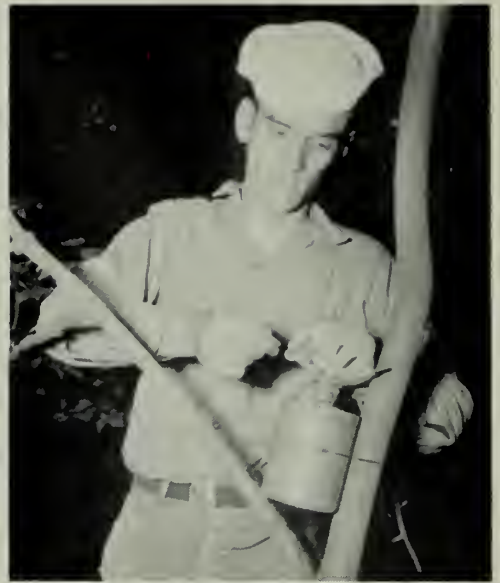
United States began training men to work with every known type of explosive. Fortunately, our services were able to profit from the hard-learned lessons of the British, who had to deal with German mines and bombs long before America entered the War. The result was a group of experts ready to tackle any of the German and Japanese explosive devices when war did come.

The Navy's Explosive Ordnance Disposal School is located at Indian

Head, Maryland, in tobacco farming country, roughly 30 miles south of the nation's capital. Use of the term *Navy* is slightly misleading. Though the Navy operates the school, the Army, Air Force and Marine Corps have a vital interest in what goes on here, since a substantial proportion of the students are from these services. In addition to stationing liaison officers at Indian Head, to assist in the school's administration, they have provided instructors to implement the

MINE DETECTOR is used to find buried mine. Right: Student from UDT disassembles a German torpedo exploder.





BMC POINTS out fuse of an 81-mm mortar. Right: German 'S' mine is rigged in Land Mines and Booby Traps course.

largely Naval Staff. Personnel from the air and land forces spend three months studying generally surface ordnance: bombs, rockets, projectiles and land mines.

The land-mines course is 21 hours long, with field problems consuming a considerable part of time. Following an explanatory session, the class is divided into two groups and each equipped with an assortment of booby trap devices and inert land mines which they take to a wooded area and rig independently of one another. Afterward, each group attempts to render the traps of the other group safe. A small detonator explodes to betray the careless.

Recently a two-week course covering the practical aspects of disposal work was begun. Student reaction has been enthusiastic. "Best thing that ever happened at Indian Head," is a typical comment on the new course. Conducted at the isolated Stump Neck Annex to the disposal school, it is designed to permit the men to apply rendering-safe procedures learned in the classroom to actual ordnance items. One feature of the course consists of constructing a timbered shaft for the rendering safe and removal of an inert bomb previously planted deep in the earth.

An additional week at "Stump Jump," as trainees have dubbed the field annex, is spent in mastering demolition techniques. Electric and non-electric firing, the proper arrangement of blasting circuits, types of explosives, and safety precautions

are particularly emphasized. Actual blasting is performed by the trainees. Incidentally, it's interesting to note there has never been a serious injury resulting from this course in all the years it has been given.

Blue jackets receive similar courses plus an additional three months' instruction in underwater weapons such as mines and torpedoes. A portion of this period is spent in qualifying as a second class diver.

Diving is done in a specially constructed tank where depths up to 300 feet can be simulated. To qualify as a diver second class, however, it

is only necessary for a man to work one hour at a depth of 50 feet.

Later, when a trainee has developed confidence in himself and the diving rig, he moves down to the Potomac River and practices disarming mines in water so muddy it is impossible to see his hand pressed up against the face plate of the diving helmet. Relying solely on the sense of touch, he finds that, after his careful training, it is possible to render one of these charming gadgets completely safe. Working conditions—at least in the summer—are ideal, he will tell you. With the river overhead and

INSTRUCTOR supervises placing of unloaded bomb in hole. Students must build timbered shaft, then de-fuse and remove bomb with block and tackle.





TWO Air Force students probe for unexploded bomb. Men from all branches of the armed forces attend Navy's Explosive Ordnance Disposal School.

all around, it's nice and cool, and there's no better way to escape the heat.

During their stay, officers and white hats received incentive pay in amounts of \$100 and \$50 respectively. If, after graduation, a man goes to an E. O. D. billet the extra pay is continued.

Korea is the only place at this time where disposal work in any amount is going on. Intelligence reports concerning disposal operations performed by units in the field are carefully evaluated by the school staff with a view toward including in the

present curriculum material that is likely to be of value to future E. O. D. men. As a result, when a man graduates, he can be sure of being abreast of the latest developments in explosive disposal.

A recent report from Korea tells of the job accomplished in defuzing dud fired projectiles and bombs. Many times the disposaleers come in for praise and gratitude by the civilians after they've gotten rid of a dangerously located piece of ordnance.

One disposaleer attending the school can testify to similar experi-

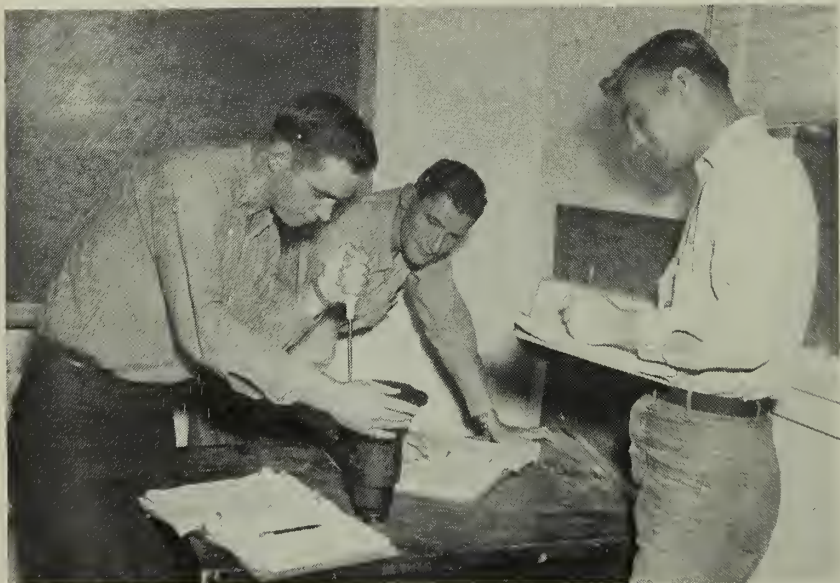
ences in the World War II. On one occasion, a French farmer had a couple of 500-lb. general purpose bombs lying in his front yard. Understandably neither he nor his family slept as well as they might have. He asked the ordnance expert to help him out. "I defuzed the bombs for the farmer," the disposaleer relates, "and then the party started. It was just after that part of France had been liberated. During the occupation, a lot of wine had been kept hidden from the Germans. The farmer broke it out, invited people from miles around, and really threw a party. I was wined and dined by everyone for three days. After it was all over, he invited me to live with him as his guest. However, the disposaleer states sadly, "the following day I got orders to move on into Germany, so that was that."

Following World War II, the Navy decided to continue the school. Since there was no pressing need for disposal men, the number of students in attendance was necessarily small.

The Red invasion of South Korea brought about a considerable expansion of the facilities at Indian Head—new classrooms were added, the number of instructors nearly doubled, a great many training aids acquired. (The activity now has a museum housing a large store of inerted World War II ordnance, both American and foreign, including a mammoth 29-foot Japanese torpedo recovered on Guadalcanal in 1944).

At present, some 200 men are in training, including, occasionally, members of the Canadian armed forces. Besides turning out new disposaleers, the school offers yearly refresher courses to those already in E. O. D. billets, and handles Reserves coming to Indian Head for their annual two week stint of active duty.

It doesn't take a "brain" to get through E. O. D. schools. Plain common sense is as valuable as a high I. Q. A GCT of 55 and a MK ELECT or MECH of 50 are required of enlisted applicants. BuPers C/L 175-51 of 11 Oct. 1951 gives all the dope. E. O. D. offers a variety of interesting assignments in practical disposal work or intelligence as a number of former disposaleers eager to return to this duty can testify. Certainly there is no more closely knit fraternity within the military. They will merit the respect they have earned for themselves throughout the services.—LTJG Walter F. Johnson, USN.



STUDENT takes apart a German depth charge pistol as classmates take notes on the 'operation.' Men must study both U.S. and foreign ordnance.



NavCads Work, Play

NAVAL Aviation Cadets, undertaking training at the Naval Air Training Command, NAS Pensacola, Fla., participate in a well-rounded academic, military, athletic and flight training program designed to qualify them for a commission in the Naval or Marine Corps Reserve and designation as naval aviators.

NavCads report in at the U.S. Naval School of Pre-Flight at the "Annapolis of the Air." From pre-flight, the successful student advances to basic training in aerobatics, instruments, gunnery and tactics, climaxed by six take-offs and landings in SNJ "Texan" Trainers on board *uss Cabot*, (CVL 28).

Upper left: Flight students check schedule board at Corry Field before taking training hops. *Upper right:* NavCads get the word from landing signal officer. *Right center:* Two NavCads enjoy the surf and white sand beaches near Pensacola—and the company of two fair damsels. *Lower right:* Color guard leads classmates to the parade ground for regimental review. *Lower left:* Flight students prepare for practice landings on board *uss Cabot*.





'LIQUID LIFE'—blood plasma—is administered to wounded by Navy hospital corpsman at a Korean medical station.

Front Line Corpsmen—On Land and Sea

"IF POSSIBLE," said the former Navy doctor, "I'd like to learn the whereabouts of a couple of hospital corpsmen with whom I served while on active duty. I think they were Reservists."

"I'm asking this," he explained to BuMed, "because I want one or both to work with me in my office. Since I returned to civilian practice I've been able to appreciate fully their true worth. I haven't met anyone like them since I left the service."

Chances are pretty good that you won't meet anyone like them in civilian life either, for through the years the Hospital Corps—the enlisted man's corps—has quietly been building a tradition of selfless devotion to duty seldom to be found anywhere. There are many Navy men and Marines alive today who owe their existence to the prompt action and skill—and, frequently, courage of the highest nature—of an unknown Hospital Corpsman.

Every Navy man has experienced their ministrations at one time or another. If you've ever been given an inoculation, been sick, wounded or injured, you've received care by a

Corpsman. Your pre-enlistment physical was conducted by a Corpsman under the supervision of a medical officer.

In addition to conducting routine examinations, Corpsmen perform a wide range of medical and clerical duties such as nursing, first aid, ward and operating duties. Many are also technicians in specialized fields such as X-ray, clinical laboratory, pharmacy, environmental sanitation, embalming, etc. Some serve independently on small ships, treating all injuries and sickness, exclusive of major surgery.

All these tasks cannot be provided for the entire Navy and Marine Corps by the comparatively small group of Regular Navy Hospital Corpsmen. There just aren't enough. If you've received any of the services described above within recent years, it was probably a Reserve Corpsman who attended to your needs.

During World War II, for example, more than two-thirds of the Corpsmen on active duty were Reservists. To maintain proficiency in the complexities of their rating, most Corpsmen found it wise to join the

Naval Reserve upon their release from active duty at the end of World War II. It requires years of training to produce a good Corpsman. Many veteran Corpsmen have volunteered or have received orders to active duty following the outbreak of the Korean war. Since that time, Reservists have comprised more than half of the Hospital Corpsmen who have seen service ashore, afloat, and in the field with Marine units. Approximately ten per cent of the total of Reservists ordered to active duty since Korea have been Hospital Corpsmen. Today, Reserve and Regular Hospital Corpsmen in Korea and elsewhere throughout the world are continuing the tradition of quiet heroism which, during World War II, resulted in the Corps' receiving more decorations in ratio of men than any other unit. Citations are studded with such phrases as: "braving artillery, mortar and machine-gun fire from strongly entrenched hostile positions"... "constantly and unhesitatingly moving from one casualty to another to attend the wounded falling under enemy barrage."

Many such acts are, however,

comparatively unknown, to be recorded only casually if at all. Few, for example, now recall the names of the Corpsmen who participated in the dramatic and bloody withdrawal from the Chosen Reservoir to Hungnam. This occurred in the middle of a bitter Korean winter during which time the 1st Marine Division annihilated eight Communist Chinese divisions in a sixty-mile fight, bringing out in a cool, well planned and executed attack, every one of their dead and wounded. Included in this journey was the five day and five night continuous fight from Udam-ni to Hogaru in 30-degree below zero weather with no fires and no warming tents for the wounded, frozen C rations for food, snow for water, and the hills lined with thousands of the enemy for 16 bloody miles. They arrived with 2500 casualties who were, somehow, given resuscitation and care, sheltered, warmed and fed in preparation for the continued trek.

RADM Lamont Pugh, USN, Surgeon General of the Navy, following an extended world-wide tour of naval medical and dental facilities has said, while referring to the new record low two percent mortality rate of those wounded in action: "Second in importance to no other single factor has been the magnificently efficient manner in which the Hospital Corpsmen of the Navy are fulfilling their mission."

Action in Korea, however, merely continues the tradition established many years ago.

While the Hospital Corps, as such, came into existence only with the Spanish American War, its origins date back to the obscure antiquities of the British and American navies.

"The loblolly boy is to serve the surgeon and surgeon's mate," according to an 1814 copy of *Navy Regs*. The record of the advent of "surgeon's stewards" (forerunner of the present pharmacist) is more or less obscure, but it seems to have been shortly after the establishment of BuMed in 1842. The Civil War saw the creation of the Navy male "nurse" in 1861. The "bayman" arrived about 1873, and the title became official in the Navy Regs of 1876. The title of "surgeon's steward" was officially changed to that of "apothecary" in 1866, and still later by the Act of 1898 to that of hospital steward.

Among the first Naval Reservists



CORPSMAN assists doctors in giving transfusion on board ship. Sometimes, in great emergencies, corpsmen have successfully performed operations.

to enroll in the newly organized Naval Reserve in 1916 were T. B. Holder, HAI, who, BuMed records show, was the first Reserve Hospital Corpsman to be ordered to active duty (he reported on board *uss Nevada*), and Spencer M. Rugg, HA, the first to receive active training duty. *uss Oregon* was his schoolroom.

Since that time, hundreds of thousands of Reservists have followed their example. It isn't now known what kind of training Rugg received

while attached to the *Oregon*, but today's training is exemplified by Organized Surface Division 4-25 (HOSP), the first activity of its kind in the armed forces, being devoted exclusively to the training of Reserve Hospital Corpsmen.

Training here is conducted in the veteran's out-patient department of the Naval Hospital, Philadelphia, where drills are held each Thursday night. Lectures and practical discussions on anatomy, physiology, artificial respiration, and treatment of



NAVY CORPSMEN remove wounded Marine from ambulance somewhere in Korea. Corpsmen serving with Marines wear USMC uniforms with Navy rates.



IN-FLIGHT penicillin shot is given to battle-weary man in top litter by HMC while another corpsman makes a note in patient's log of the injection.

wounds, burns, fractures, infections and atomic injuries are given by Reserve medical officers who are members of Organized Surface Division 4-25. Lessons learned in theoretical discussion on nursing care, hygiene and sanitation are directly applied in the wards of the hospital where the Reservists receive further instruction and stand regular watch in addition to witnessing operations, autopsies and the functioning of an iron lung.

Every Hospital Corpsman is a volunteer. During recruit training at Naval Training Centers, a recruit has the opportunity to enter the basic Hospital Corps school for training

as a Hospital Corpsman, providing he has the required qualification.

In the basic course of 20 weeks, the budding Corpsman learns the fundamentals of anatomy and physiology, first aid and minor surgery, hygiene and sanitation, nursing and dietetics, materia medica and toxicology, pharmacy and metrology, bacteriology and laboratory technique, elementary chemistry, radiological safety and military requirements.

Reserve Hospital Corpsmen without previous training are also sent to such schools when first ordered to active duty. Organized Reservists with previous active duty experience continue to maintain proficiency in

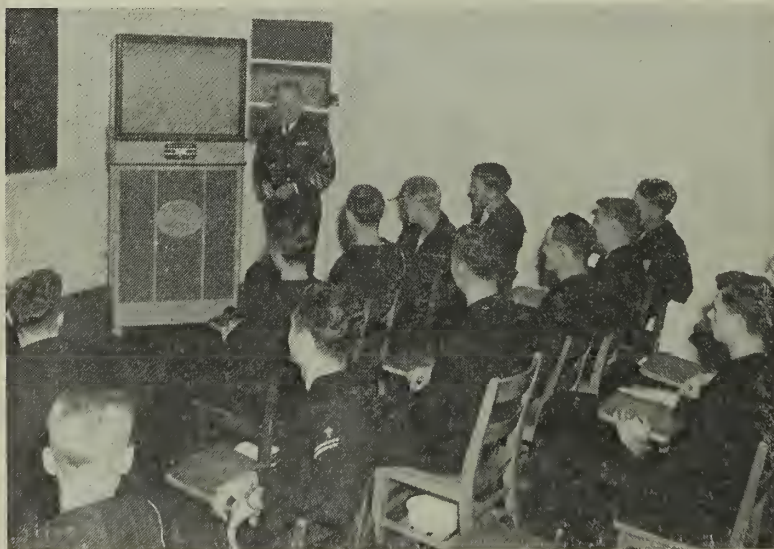
their rate by attending weekly drills, annual training cruises and correspondence courses. As with Regulars, Reserve Corpsmen are enlisted directly in the Organized and Volunteer Naval Reserve on their own application. Authority to be enlisted in each of these groups must be issued for each individual applicant.

For those Corpsmen who are qualified, there are also numerous lines of specialization that they may prepare for, and there are advanced courses of instruction for all of these specializations.

Fields of specialization include chemistry, aviation medicine, clerical procedures, food service work, deep-sea diving, dental technique, electrocardiography and basal metabolism, embalming, laboratory technique, medical field service, photo-microphotography, operating room technique, pharmacy, physical therapy, property and accounting, and roentgenology.

Besides serving on board all sea-going vessels of the fleet, Corpsmen serve at every type of shore station as well. Corpsmen of the two highest ratings are selected for duty on board small ships to which no medical officer is attached, and at isolated stations far from contact with other personnel of the medical department.

No matter where they serve or what their duties may be, all Hospital Corpsmen, Regular and Reserve, strive to uphold the oft-quoted mission of the Navy Medical Department: "To keep as many men at as many guns as many days as possible."



AUDIO-VISUAL aids are used to teach corpsmen their 'trade.' Right: Two corpsmen run blood counts in laboratory.



Sailors' Souvenirs

HUNTING for souvenirs to send back home is one of the favorite past times of navymen on liberty. Sometimes it may be a jewelled cigarette case, sometimes a tooled-leather purse. Perhaps a piece of jade for your wife or sweetheart, or some antique silver for Mom.

So it goes—from Capri to Gibraltar, from London to Rome, from Pearl Harbor to Manila. In sidewalk shops and bazaars, in old established stores with “knee-deep” carpeting and in tiny holes-in-the-walls, sailors seek out unusual gifts and souvenirs to bring back home.

How many sights like these have you seen? *Upper left:* Sailor from *uss Leyte* (CV 32) examines statuettes outside the Acropolis at Athens, Greece. *Upper right:* Adventurous sailor tries on an Arabian outfit during visit to Bahrein Island in the Persian Gulf. *Right center:* Manila shops and horse-drawn cabs attract these white hats. *Lower right:* Two chiefs examine silver in a Tripoli shop. *Lower left:* Marines inspect curios, looking for gifts for the home folks.





FIREFIGHTERS on board USS *Boxer* (CV 21) drag belts of 20-mm ammo away from burning plane in hangar deck.

Emergency Safety Measures Pay Off

THE serious fire which scourged the aircraft carrier *USS Boxer* (CV 21) late this summer proved once again — if proof is needed — the value of quick, efficient damage control.

The day's work on *Boxer* had begun at 0300 that morning. The first strike on North Korean targets had returned and its planes were being serviced with ammunition, bombs and gasoline. The time was 0616. Without warning a gasoline tank of one of the planes exploded, starting an inferno of fire, fumes and explosions that challenged the best efforts of *Boxer's* firefighters and damage controlmen for nearly four hours.

No sooner did the fire break out than the firefighters swung into action. The frequent drilling of the ship's 3000-man crew in "fire drill" and damage control, as practiced by *Boxer* and common to all ships of the Fleet, now paid off in the saving of lives of many men trapped in the

blazing hangar deck, and in holding property damage to a minimum.

This fact was borne out by the ship's commanding officer, who warmly praised the men of the fire and rescue parties for their level-headed and heroic actions in facing the roaring flames, choking gas, acid smoke, and unexpected explosions of ammunition.

The experiences and heroic incidents of *Boxer's* tragic accident serve as an object lesson. Its moral: every Navyman must become skillful in damage control and firefighting.

Here are but a few of the incidents which characterized the well-drilled response of her crewmen to *Boxer's*

disastrous fire. It was a kind of firefighting which led the ship's commanding officer to say later: "Your unhesitating willingness to save the ship and your shipmates was a supreme test of valor and devotion to duty."

Sixty-three men caught in the first sudden explosion, smoke and flame, were forced to abandon ship by jumping into the sea. All but one were rescued by helicopters and small boats. The action was not panic but clear-headed decision—they were getting out of the immediate area of the explosions.

Minutes after the fire alarm had sounded, men were rushing from all parts of the ship to their fire stations. Fire and rescue parties formed quickly.

Cady E. Leib, AB3, USN, after directing the removal of planes near the fire, donned an oxygen breathing apparatus and searched for men

**Navymen Knew What To Do
When Fire Broke Out
In *Boxer's* Hangar Deck**

trapped in smoke-filled spaces. He first rescued four men from a compartment above the hangar deck. In two more trips below, Cady rescued five more and brought up the bodies of two others.

Making trip after trip to fire rooms No. 3 and No. 4, John Lewis, Jr., FN, USN, without benefit of an oxygen mask, rescued at least 11 men. Some witnesses say it was 15. His rescue efforts ended only when he, himself, was overcome by smoke and required oxygen treatment.

Some of the volunteer workers administering first aid to injured shipmates were themselves injured while assisting the ship's over-taxed hospitalmen and doctors. One doctor and two hospitalmen were killed while performing their duties. In all nine men were lost during the fire.

The *Boxer's* executive officer and the chief engineer moved through the stricken areas to direct the firefighting and rescue efforts. Far below the waterline, men of the engineering division donned oxygen masks to enable them to remain at their vital spaces.

When the gunnery officer, asked three men to help heave a hose into place, he recognized the senior chaplain among the volunteers.

Every man who could find working space and firefighting equipment to use was bearing a hand. The story of many such incidents, performed with determination and proficiency, will go down in the ship's history—many other similar courageous performances of crewmen may never be recorded.

With each plane a potential fire bomb, the hangar deck officer gathered a crew of men on the flight deck and lowered No. 3 elevator. They pushed a plane on to the elevator and started the plane's engine. The whirling propeller helped clear the hangar deck air of smoke and gas fumes so that firefighters could see better.

Finally, the fire was brought under control and the ship's crew could turn to on the task of restoring the ship to combat readiness.

After a survey of the damage, the carrier reported to Commander, Seventh Fleet that it could continue combat action. However, *Boxer* was ordered back temporarily to Yokosuka, Japan, for repairs, but within three weeks was back in the fight again.



REMAINING flames are doused by hoses as sailors get fire under control. Below: Smoke billows through well of number 3 elevator from hangar deck.



NAVYMEN are prepared to fight fires by training received while recruits and in Fire Fighters School. Here, recruits try to put out fire raging in mock plane.



SERVICSCOPE

Brief news items about other branches of the armed services.

★ ★ ★

SCOOPING UP AIR SAMPLES and making temperature measurements 65 miles up in the atmosphere is the job of the Army Signal Corps' *Aerobee* rocket. The data obtained by the 150 pounds of experimental equipment carried in each rocket assists the Signal Corps in making more accurate long-range weather forecasts. It also aids in the construction of guided missiles for atmospheric flight.

Sampling the air—20 to 65 miles up—primarily is a matter of bottling it. Air scoops that extend several inches out from the rocket skin have been devised which, at the proper time, permit air to flow into the cylindrical 500-cubic-inch capacity steel bottles. The rocket-borne sample bottles open up for about four seconds during flight and then automatically seal, capturing the air for analysis.

This scooping up of small chunks of atmosphere is being done at the White Sands Proving Grounds, N. M.

Analysis of the samples requires an elaborate system to separate the gases. Preliminary results from several universities assisting in the research tend to prove that atmospheric gases are mixed together up to about a 40-mile altitude. Above this level, a significant increase in the concentration of the light gas, helium, has been detected with a corresponding decrease in the concentration of the heavy gas, argon.

The *Aerobee* rocket is similar to the Navy's "Viking 7" which has been used to probe atmospheric conditions in the upper stratosphere, 100 miles up and higher. (See ALL HANDS, November 1951, p. 37.)

★ ★ ★

A TANK LEADER'S REACTION COURSE is giving the Army's trainees a chance to prove their prowess at making decisions quickly and correctly as they maneuver their tanks over a simulated combat course at Fort Knox, Ky.

Here are some of the situations a tank leader and his crew are likely to run into—

The tank rumbles through the wooded mile-long course. The student tank leader sees the wreckage of



NEW HELMET ASSEMBLY, with aluminum shell and shock-resistant plastic liner is tested by Quartermaster Corps.

an "enemy" aircraft. What commands does he give his crew? How about the possibility of an ambush if he stops to search the wreckage? Should he report the plane to armored infantrymen who are following? The student is graded on his reactions, his regard for the security of his tank and his aggressiveness.

The tank moves on up a hill. A hostile tank appears on the ridge. Should he commence firing while he is moving or should he get off a quick round and then retreat out of the line of fire. Again his decisions—their rapidity and correctness—are graded.

Another student must give the commands when an ammunition dump is sighted. Is the ammunition ours, or is it an enemy dump, perhaps booby-trapped?

The course is part of a new tank leader training program. Approximately 35 per cent of the graduates move to the Armored School for OCS enrollment.

★ ★ ★

PLASTIC WHOLE-BLOOD CONTAINERS may replace the familiar glass bottles if the new plastic bags pass tests being carried out by the Army Medical Services.

The plastic containers have proved equally valuable in both field trials and hospital use, the Army Surgeon General says. Reports from Army medical centers show that arterial transfusions are both easier and safer to give when whole blood can be forced into the patient's bloodstream by direct hand pressure on the plastic container. This eliminates the need for a special apparatus to build up pressure with the attendant danger of air entering the system.

Blood packaged in the lightweight and small (6 x 8-inch) containers occupies only one-half the space required by glass bottles now in use and can be air-dropped to troops in combat without danger of breaking. The empty bags can be stored in approximately one quarter of the space taken up by the glass bottles.

The plastic containers can also be used for collecting blood from donors. Although they do not have the vacuum pull of the bottles, the plastic units can be filled in from 8 to 16 minutes.



LIFE-SAVING OXIMETER, designed to warn flyers when oxygen supply is in danger, is being tested by USAF.

CLOTHING PACKED IN STEEL CANS may be the order of the day if current tests being carried out by Air Materiel Command, Wright-Patterson Air Force Base, Ohio, continue to be successful.

Test shipments of clothing in steel drums were started in January 1952. Since then the Air Materiel Command has sent overseas some 1,200 steel drums. Each drum carries a questionnaire to be filled in by the receiving unit. The questionnaire asks for comments on the condition of clothing received and for comparisons between this container and the conventional corrugated cases or wooden boxes. Air Materiel Command expects the airtight metal containers to afford better protection against the natural elements and pilferage. The same cans could also be used again and again. Thus far, replies have borne out this contention, AMC states.

The drums are of standard manufacture. They are constructed of 20-gauge black iron and are of 15-gallon, 30-gallon and 58-gallon capacity. Interior linings are heavy lacquered. Outside paint is black without decoration, vents or fittings. Since the containers are standard commercial drums, they may be readily procured.

★ ★ ★

NEW MAINTENANCE HANGARS to be constructed for the Air Force under a contract with Army Corps of Engineers will accommodate the largest aircraft now in production or being planned.

The Army announced that the hangars are the largest ever designed for the Air Force. All of the hangars are of double cantilever design in three basic sizes. The biggest has a ground floor dimension of 600 x 250 feet. The smallest of the three sizes may be expanded if necessary.

Door openings of the hangars are 60 feet in height and each door is operated by separate built-in motors controlled by push buttons. In the event of power failure, the doors could be operated by jacks.

Despite the huge size of modern aircraft, the new hangar sizes have been kept down by designing them so

that tails or noses of larger planes project outside the doors. Consequently, the middle sections of the doors are fitted with canvas panels cut to fit the tails or noses.

★ ★ ★

LARGEST AND NEWEST CABLESHIP in operation under the U. S. flag is the *Albert J. Myers*, at present the only cableship being operated by the U. S. Army Transportation Corps. She is being used in support of the Alaskan Communication System for maintenance work on the marine cable which runs from Seattle to Alaska.

An odd-looking craft, the bow and stern of the ship are blunted in a roll shape for ease of paying out and hauling in submarine cables. She is 365 feet in length and can carry up to 1000 miles of deep-sea cable in her specially designed holds. Cable laid in deep sea, where it is relatively free from disturbances, has less protective covering and therefore is smaller than cable laid near the shoreline where sea traffic is heavier.

★ ★ ★

THE NEWEST MEDIUM TANK, the Patton 48, is now in production. The new tank is said to be able to outslug any land-fighting machine of its size ever built. Army Ordnance claims it provides the utmost in firepower, mobility and crew protection.

Among the tank's distinguishing features are its low silhouette and sloping contours. One-piece armor casting, designed to reduce the possibility of enemy shell penetration and provide the tank crew with greater vision, was employed for hull and turret.

The Patton 48 carries a crew of four—one less than former mediums. The crew consists of a tank commander, driver, gunner and loader. More room in the fighting compartment permits the crew to fight at top-level efficiency.

Firepower for the tank is provided by a new high velocity 90-mm gun designed to permit easy removal and replacement of a worn gun tube in the field. Mounted co-axially with the main gun are .50 and .30 caliber anti-personnel machine guns.



RAWIN, Army's radio wind system, permits continuous recording of atmospheric conditions as high as balloons can go. Right: Formidable fighting machine, 'Patton 48' tank has one-piece cast armor hull, better firepower.

LETTERS TO THE EDITOR

Status on Disability Retired List

SIR: I have completed 17 years and three months active duty in the Regular Navy and the Naval Reserve and was transferred to a government hospital for a year's treatment of an arrested case of tuberculosis. I am still a member of the service attached to a naval air station facility as stationkeeper. I would like to know (1) if an arrested TB case is ineligible physically for voluntary active duty.

(2) I held the temporary rank of lieutenant (junior grade) in the Regular Navy during World War II. Is it true that disability retirement is based on your highest temporary rank or rating?—E.H.C., YNC, USNR.

• (1) If the disability resulting in your retirement is of a permanent nature, you may be placed on the Temporary Disability Retired List and be subject to periodic physical examinations.

The Career Compensation Act of 1949, section 405(b), provides that "if, as a result of a periodic physical examination, a member of a Reserve component of the uniformed services whose name has been placed on the Temporary Disability Retired List is found to be physically fit to perform the duties of his office, rank, grade or rating, he shall,

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

subject to his consent, be reappointed or reenlisted as the case may be in his Reserve component."

(2) On determination by the Secretary of the Navy that service in the higher temporary rank or rate was satisfactory, retired pay is based on this higher temporary rank or rate. While a member is on the "Temporary Disability Retired List he will be retired in rank or rate held at the time of retirement, with pay based on the highest temporary rank or rate. On being permanently retired, an individual will be advanced on the retired list to the highest temporary rank or rate satisfactorily held with pay based on that rank or rate. In case the Secretary of the Navy makes the determination of the highest rank held after the date of retirement, such pay is retroactive to date of retirement.—Ed.

Purpose of Advance Pay

SIR: I was recently transferred on a permanent change of duty orders and was informed that I could draw one month's advance pay in accordance with Alnav 41-50. An endorsement to that effect was placed on my orders, but the disbursing office tells me I am not entitled to advance pay because I am not married.

No reference is made in the Alnav or BuSandA Manual, Sec. 54285, that an individual's marital status is a prerequisite for payment of advance pay. What is the accepted practice of this rule?—C.H.B., PN1, USN.

• The purpose of advance pay is "to furnish temporary relief from the expenses of providing transportation, temporary storage of household goods, packing and shipping costs, and the procuring of new living quarters." Since a member without dependents would not be likely to incur such expenses, his commanding officer would not ordinarily authorize an advance of pay to an unmarried member (or to a member not responsible for legal dependents).—Ed.

WW II NUC for LST

SIR: ALL HANDS, May 1949, page 56, lists units and ships that received Presidential Unit Citations and Navy Unit Commendations awarded during World War II. This list does not include my old ship, USS LST 464 which was presented the NUC by Admiral Halsey during operations in the Pacific. How about this?—M.A.F., SN, USN.

• The list of ships and units published in May 1949 included all PUC and NUC awards designated and available at that date. In a later revision of NavPers 15790, Decorations, Medals, Ribbons and Badges of the U.S. Navy, Marine Corps and Coast Guard, USS LST 464 is included.

She was awarded the Navy Unit Commendation for her action in the Philippine Islands for the period 24 October through 30 Dec 1944. She also rates two stars on the Pacific-Asiatic Campaign Ribbon for "supporting and consolidating operations designated by Commander Seventh Fleet," and the period 17 May through 18 Oct 1944. Her second star was awarded for "Leyte landings" from 18 October through 29 Nov 1944. The ship and crew are entitled to the World War II Victory Medal.—Ed.

Assignment to Sea Duty

SIR: I have been stationed at a naval air station for two years and have but 13 months to go on my enlistment. Before my time is up in the Navy I would like some duty on an Atlantic Fleet aircraft carrier—or any other sea duty as a second choice. What's the story on this?—J.H.R., AN, USN.

• After you have been reported to BuPers as having completed a normal tour of duty ashore, you will be reassigned to sea duty in a routine manner (in accordance with BuPers Circ. Ltr. 36-50; NDB, January-June, 1950).—Ed.

College Degree for Home Study?

SIR: I am working toward a college degree in journalism and have completed courses from USAFI and the U.S. Naval Correspondence Center. It seems that attainment of my goal is literally hopeless unless there is a school that will grant a degree by correspondence study.

The Information and Education Officer at this base tells me that no college or university will grant a degree unless the student is physically present in classes for at least one year. I am assigned to this activity for a normal tour of shore duty and since there is no college or university in the area where I can attend, my progress toward a degree is stymied. Is there any school where I can complete my work for a degree by correspondence study?—A.J.C., YN2, USN.

• There are no accredited colleges in the U.S. that will give a degree solely on the basis of credits received for satisfactory completion of home-study correspondence courses. However, at future duty stations you should have an opportunity to attend actual college or university classes, either in this country or at some overseas base.

Here you may receive a substantial amount of credit for your accumulated courses. For example, resident classes are available to armed forces personnel at many overseas bases where courses may be completed for a degree.

The University of Maryland has such a program in Europe and the University of Louisiana in the Caribbean. The amount of your correspondence credits a college will accept toward a degree varies with the college concerned.—Ed.

Souvenir Records

In this section ALL HANDS prints notices from ships and stations which are publishing souvenir records and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with the order.

USS *Clay* (APA 39)—ALL HANDS has on hand several copies of a large group photograph showing officers and crew of USS *Clay* as they appeared in December 1945. The photo was taken at San Pedro, Calif., while *Clay* was on "magic carpet" duty. Ex-crewmen of *Clay* who desire this photograph may obtain one or more copies free of charge by dropping a letter or post card to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Utility Jackets for EMs

SM: Has the uniform board considered adoption of the "Eisenhower" type dress jacket such as is now worn by the other services for naval officers and EMs?

Another point raised in discussion of the ALL HANDS article on military insignia, February 1952, pages 31-34, is that non-commissioned officers of the other services wear rating insignia on the sleeves of both arms, while Navy-men wear rating insignia only on the left sleeve. Standing to the right of a formation it is not possible to tell a seaman recruit from a petty officer first class. Do you think the Navy will adopt the uniform of rating badges on both sleeves?—F.F.H., YNTC, USNR.

• The Permanent Naval Uniform Board of the Bureau of Naval Personnel some time ago considered the "Eisenhower" type jacket and disapproved it. The Board's decision was that this type jacket is not suitable with naval uniforms, nor would it serve any practical purpose.

However, the Board now has under consideration a "utility" jacket for wear with dungarees or undress blues. Several hundred of these jackets are being tested in the Fleet for evaluation.

This jacket is blue in color and has a wool lining. In weight, it falls about midway between the dungaree jumper and the cold weather jacket. If approved, this blue jacket—and it's for turning-to purposes, not for dress—will be made available for purchase at ship and shore clothing and small stores.

The Board also considered proposals to put rating badges and group-rate marks on both sleeves of enlisted men's jumpers, but this change was not approved. The wearing of insignia on one sleeve only is traditional with the Navy and it has never been deemed necessary to change it.—ED.

One Path to a Commission

SM: Suppose an enlisted man of the Regular Navy or Naval Reserve completes correspondence courses of the college level and certain officer correspondence courses. If he passes the Officer Qualification Test and meets physical requirements would he be eligible for a commission in the Naval Reserve?—C.P.D., YN3, USN.

• Ordinarily one of the requirements for appointment to commissioned grade in the Naval Reserve is graduation (with a baccalaureate degree) from an accredited college or university.

A good bet for a man such as you describe would be the NavCad program. Qualified EMs between 18 and 27 years of age who are serving on active duty in the Regular or Reserve components of the Navy or Marine Corps may apply for training as naval aviation cadets.

Educational requirements for men in the active duty category are somewhat lower than for civilian candidates. EMs who have graduated from an accredited high school or secondary school are eligible to apply provided they have successfully completed the USAFI college level GED tests and have attained certain minimum scores on the Standard Classification Tests. Further information on this is contained in ALL HANDS, p. 48, May 1952.

A full college education is not now required for men obtained from civilian sources, either. Civilian candidates who get in two years (60 semester hours or 90 quarter hours) of satisfactory work at an accredited college or university qualify for the minimum civilian education requirement of the NavCad program. This work may be done either by correspondence or by actual attendance.—ED.

Souvenir Books Are Limited Editions

SM: The July 1947 ALL HANDS states that the USS *Bennington* (CV 20) souvenir book was free to former members. I recently wrote to the address you gave, but was informed that no books were available. I still desire the souvenir book. Can you help me at this stage of my endeavour?—E.F.P., MU2, USN.

• A thorough check reveals that the particular souvenir book you want is no longer available. Souvenir books are produced in limited quantities by and for the individual ship's company. Evidently the books for your ship were all passed out.

Compiling a souvenir book is a joint operation. Ship's company members write the copy, furnish the photographs, design the "lay out" of the book and look after the financial end. Commercial publishing outfits take care of the printing and binding. The finished product is by no means an "official" publication.

Some ships issue them free to crew



FLAGSHIP displays own signal letters on port side, admiral's on starboard.

Ship Should Fly Identifying Flags

SM: Because of the various changes in the newer signal publications, I feel that I may not be up to date on some of the flag-display practices. I would appreciate it if you would give me the latest information on two points. First, are numerals allowed to be surcharged on the broad command and burgee pennants? Second, when a ship enters or leaves port, are the radio call letters of an embarked flag officer to be flown?—W.M.R., QM1, USN.

• The new flag-display publication, "U.S. Naval Flags and Pennants, Descriptions, Uses and Customs" (DNC 27), authorizes the surcharging of numerals on the broad and burgee command pennants to indicate the organizational number within a type. An example of this would be an LST flotilla, a submarine squadron or a destroyer division.

Regarding the display of flag officers' radio call letters when entering or leaving port, the following is stated in ACP 129: "When prescribed, ships entering or leaving port during daylight will hoist their signal letters. In certain cases the use of visual calls may be prescribed." In the case of a flagship, it is customary to hoist the ship's signal letters on the port side and the flag officer's call on the starboard.—ED.

members, the ship's store profits helping to pay for them. Other ships use the ship's store profits to defray part of the cost and sell the books at less than cost. Naturally these books are not printed in unlimited numbers, but at the rate of, say, three for each man aboard—enough for himself, his family and a special friend. They are sold until they're gone and rarely, if ever, come out in a second printing.—ED.

Coast Guard's *Eastwind* Makes New Poleward Record

Highlight of this year's resupply expedition to the joint U.S.-Canadian arctic weather stations was the poleward charge of the Coast Guard vessel *Eastwind* (WAGB 279). This sturdy icebreaker, working her way between and around heavy floes of solid ice, reached a position 442 nautical miles (508 statute miles) from the pole.

In doing so, she exceeded by eight miles what is believed to be the world's record for north-ranging ships traveling under their own power. *Eastwind* set the old record herself in June 1950. The new latitude reached was 82 degrees, 38.3 minutes north.

The record was set while *Eastwind* was withdrawing from weather station "Alert," preparatory to rejoining other ships of the expedition at Thule, Greenland. She had gone to Alert to bring several tons of supplies and equipment to the weather station personnel located there. Alert is at the northeasterly end of Ellesmere Island in the Canadian Arctic. Travel through the ice—some of it 10 feet thick—was slow, even for an icebreaker. During one period it took three days to cover 120 miles.

"Operation Nanook 52," title of this year's expedition, involved four ships. In addition to *Eastwind*, the

group's flagship *uss Edisto* (AGE 2), *uss Wyandot* (AKA 92) and *uss Nespelen* (AOG 55) did resupply work.

The operation got underway in mid-summer when the breaking up of the otherwise thick, solid ice makes a northerly passage possible. The cargo ship and gasoline oiler loaded supplies for the northern stations and departed from Halifax, Nova Scotia, on 24 July. They made their way to the main weather station at Thule by way of Davis Strait and Baffin Bay. Thule is located on the west coast of Greenland about 700 miles above the Arctic Circle.

Because of adverse ice conditions, the Navy task group commander decided that *Eastwind* itself would have to go north to resupply Alert. Meanwhile *Wyandot* and *Nespelen*, led by *Edisto*, the second breaker, would proceed to weather station "Resolute" on Cornwallis Island where the major amount of supplies would be unloaded.

After reaching Resolute—and making certain *Wyandot* and *Nespelen* would be able to discharge their cargoes without being damaged by ice floes—*Edisto* proceeded further to the westward through heavier ice to examine possible sites for future weather stations.



KINGSIZE iceberg makes a frosty frame for U.S. Coast Guard cutter *Eastwind* (WAGB 279) during 'Operation Nanook 52,' held in Arctic waters.

Oiler with Combat Record

SIR: For a while, during World War II, I served in *uss Seven* (AO 61). I understand that she was later credited with shooting down a Japanese plane. Is that the straight dope?—W.H.T., SN, USN.

• Fleet oiler *Severn* was credited with "splashing" not one but two Japanese planes. The event took place during the landings on Leyte, P.I., in the fall of 1944.

For her participation in the Leyte landings (18 October to 29 November 1944) *Severn* was awarded a battle star on the Asiatic-Pacific Area service ribbon. A second star was awarded for the Lingayen Gulf landing (4 January to 18 January, 1945).—Ed.

Engagement Stars for *Enterprise*

SIR: I am quoting *Decorations, Medals, Ribbons and Badges of the United States Navy, Marine Corps and Coast Guard* (NavPers 15790), which states on page 65 that *uss Enterprise* (CV 6) rates one star for "Pearl Harbor-Midway." This engagement is designated as P-1, and under that line it states "only planes which operated over Pearl Harbor."

The question here is whether the ship also rates this star, just the planes alone, or both the ship and planes.

How many stars does *Enterprise* rate for World War II?—D.S.G., QMCA, USN.

• Only those planes, pilots and crewmen from the "Big E" which operated over Pearl Harbor on 7 Dec 1941 are entitled to the engagement star P-1. However, *Enterprise* is credited with 19 other engagement stars on the Asiatic-Pacific campaign ribbon. She also was awarded the Presidential Unit Citation for the period of 7 Dec 1941 to 15 Nov 1942.—Ed.

Advancement Credits for Medals

SIR: How many points are allowed for the Good Conduct Medal and other awards in the multiple computation on service-wide examinations for advancement? I have always understood that it is one point, no matter how many awards a man may have.—D.A.L., PN2, USN.

• One point credit is allowed for each Good Conduct Medal and each subsequent clasp. However, five points is the maximum allowed for all awards, whether Good Conduct, Bronze Star, Medal of Honor or any other authorized medals and awards.

Paragraph 7(D) on the reverse side of Form NavPers 624, "Report of Examination for Advancement or Change in Rate or Rating," lists the credit in multiple computation allowed for each award of Navy medals, commendations and citations.—Ed.

Transfer to USN in Same Pay Grade

SIR: Is it possible for an enlisted member of the Naval Reserve to enlist or reenlist in the Regular Navy and maintain his same rate? In my case I was advanced to CPO in December 1945 while on active duty as USN(1). I reenlisted in the USNR V6 in December 1950 as a chief.—P.J.D., DKC, USNR.

• Current recruiting service directives permit active and inactive Naval Reservists to enlist or reenlist in the Regular Navy under the same conditions as are prescribed for broken-service reenlistments of former members of the Regular Navy.

Naval Reservists serving on active duty during the present emergency may enlist or reenlist in the Regular Navy in their present rate in accordance with the provisions of BuPers Circ. Ltr. 8-51 (NDB, January-June 1951). The Reservist must be serving on active duty and meet all the qualifications required of persons enlisting in the Regular Navy.

In addition to meeting all the eligibility requirements, the Reservist must be found professionally qualified for the appropriate general service rate by successful completion of a regularly scheduled service-wide competitive examination in which all phases of the general service rate are included in the scoring. However, such enlistments in pay grade E-7 are authorized on a competitive basis. In other words, the Reservist must attain an examination score equal to the scores of Regular Navy men in pay grade E-6 whose advancements to pay grade E-7 is authorized as a result of the same examination.—Ed.

Service after Enlistment Expires

SIR: How much extra pay per month is an enlisted man entitled to if he is retained on active duty beyond the normal date of his enlistment or extension of enlistment for the convenience of the government?

If he is hospitalized beyond his discharge date for any reason not due to misconduct, is he entitled to receive this extra pay?—J.O., PN2, USN.

• The normal date of expiration of enlistment or extension of enlistment of a person serving aboard a ship outside the continental limits of the U. S. may be extended until the return of the ship to a continental port or until the transfer of the person to the separation activity nearest the port of debarkation.

If a man's enlistment is extended under the above circumstances and the commanding officer certifies that such detention was essential to the public interest, the man may be paid one-fourth additional pay plus his base pay. A member who is detained beyond the expiration of his enlistment for hospitalization, however, would not be entitled to this additional pay.—Ed.



QUARTET OF SAILORS sings hymns during religious services held on board USS Knapp (DD 653). Laymen conduct services every Sunday.

Laymen Conduct Own Services On Board Destroyer

Although there is no chaplain assigned to USS Knapp (DD 653), crew members have been able to attend religious services regularly for almost a year.

A Navy chaplain is assigned to each destroyer squadron and visits all eight ships as often as he can. Obviously, however, he cannot personally conduct services on each vessel each Sunday.

Active church-goers on board Knapp decided to do something about the absence of regularly scheduled services. Credit for start-

ing the lay-conducted services goes to Earl Russell, SO3, USNR. His enthusiasm attracted the support of the destroyer's chief engineer and several enlisted men.

Knapp requested—and received—an altar kit and a portable organ from Navy sources. The vessel hopes to receive a portable record player with a public address unit with which recorded religious services can be presented.

As many as 65 men have gathered together on the deck for Sunday services.



GROUP SINGING is lead by William N. Campbell, ET3, USNR. At right is LT F. F. Moss, USNR, chief engineer, who conducted the services.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D.C., four or more months in advance.

- *uss Gleaves* (DD 423): A reunion will be held 15 November in Boston, Mass. For further information, contact J. M. Rexroad, 117 Potomac St., Bukhannon, W. Va.
- *uss Enterprise* (CV 6): It is proposed to have a reunion of the men who served on board the *uss Enterprise* during World War II at a time and place to be designated by mutual consent. Those interested please contact Maurice S. Cochran, Jr., AOUC, USNR, 210½ East Maincross, Findlay, Ohio.
- *uss Haggard* (DD 555): It has been proposed to have a reunion of the officers and men who served on board *uss Haggard* during World War II, at a time and place to be decided by the mutual consent of those interested in attending. For more information please write Mark C. Pope II, 916 Cardova Drive, N.E., Atlanta, Ga.

22 Feb 1952 *Medical News Letter* (p. 28). It stated in part: "Medical officers (coming on active duty) will be used principally during their first year of active duty as replacements for those Reserve medical officers at sea and at smaller shore stations who are scheduled for release during that period. These (newly-reporting) medical officers should be informed that except in very unusual circumstances they may expect reassignment to duties as indicated above within a few weeks after reporting."

Length of tours of overseas service and sea duty for officers are covered in BuPers Circ. Ltr. 74-50 (NDB, January-June 1950) and in the BuPers Manual (Art. C-5102). The first provides general information on length of tours of overseas service and lists various areas with the length of tours required. Tours range from six months (Attu) to 24 months (Hawaiian area and a few others). The second concerns officer rotation of duty, afloat and ashore. It states that for male officers of the Staff Corps, a regular alternation between sea and shore cannot always be effected. It also states that the usual shore-sea-shore-foreign shore sequence may be modified by the exigencies of the service and by the necessity of equalizing the character of total service performed by officers of the same grades.

Yes, specific foreign duty may be requested. Each request will be given every consideration consistent with the needs of the naval service. Requests for assignment to duty should be submitted to the Chief of Naval Personnel via the Chief, Bureau of Medicine and Surgery.

More detailed information on rotation of Medical Department personnel, including Reserve medical officers, will be forthcoming in an early issue of the *Medical News Letter*.—Ed.

Church Pennant During Services

SIR: Is it mandatory that the church pennant be flown during church services?—H.J.N., HMC, USN.

• No. However, it is a naval custom of long standing. On board naval vessels, the church pennant may be flown above the ensign, but this authority does not extend to shore stations. Ashore, the pennant may be displayed separately if desired.

A brief history of the church pennant appears in the July 1952 ALL HANDS (p. 46) as a "How Did It Start" feature.—Ed.

Eligibility for Chaplain Corps

SIR: I would like to know if the Navy has a school of ministry and if I could apply for training in this field? If not, could I be released from active service and come back in as a chaplain after completing college and a seminary?—L.E.M., SN, USN.

• No program exists whereby the Navy subsidizes the college or seminary training of applicants for the ministry or Chaplain Corps.

You may not, by Bureau of Naval Personnel policy, be released from active service in order to attend college or a seminary.

However, if you are still interested in this vocation after your enlistment expires, you may prepare yourself by completing your college work, then applying for a commission as an Ensign, Probationary, 1135, (Theological) USNR, while in seminary or applying for a commission as Lieutenant (junior grade) in the Chaplain Corps Reserve or Regular when you graduate. More on this program will appear in a forthcoming issue of ALL HANDS.—Ed.

Priority I USNR Medics

SIR: During the past year many Naval Reserve medical officers—myself included—were called to active duty for 17 or 24 months of obligated service. I would appreciate learning the general policy for Priority One medical officers on two points. What directive dealt with the length of stay at a person's first duty station? The second concerns the amount of sea and foreign shore duty required of these officers. May we request specific foreign duty?—H.R.G., LTJG, (MC), USNR.

• The first point was covered in the

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Are You a Whale Banger? A Blue Nose?

ALTHOUGH the Shellback Certificate and the Order of the Golden Dragon are probably the most familiar honorary certificates treasured by Navymen today, there are a number of others—some serious, some humorous—that are also making the rounds.

For example, there is one certificate given to the venturesome bluejacket whose travels take him across the Arctic Circle, another card for making a completely unplanned parachute jump and yet another for being a member of the commissioning crew of a Navy ship.

How many similar certificates, cards and pins can you think of? Maybe you have several certificates hanging in your den at home, or carry one of the cards in your wallet. On the following pages are 17 of the most common. Before you turn the page, see how many of them you can name. All are unofficial, but they carry the weight of tradition and growing customs with them.

These picturesque certificates have an interesting history. For example, the *Shellback*, *Horned Shellback*, *Mossback* and the *Order of the Golden Dragon* are all outgrowths of the curiosity of the average sailor and his tendency to commemorate an unusual event.

To commemorate the crossing of the line, ex-pollywogs are awarded certificates testifying that the owner has traversed the Equator, has paid his respects to King Neptune and been found worthy to join that elite group known as "Shellbacks". The certificate is proof that its owner has been duly initiated into the "Solemn Mysteries of the Ancient Order of the Deep", and is a member in the "Domain of Neptunus Rex."

Another long-observed custom that merits commemoration is the crossing of the International Date Line by sailing westward. For this crossing sailors are eligible to enter into the "Realm of the Golden Dragon" and are issued a certificate to that effect.

Seafarers who round the barren rocks and battle the stiff winds of Cape Horn receive *Mossback Certificates*. Mossbacks are entitled to the special privilege of spitting to windward if they want to risk it. Another version of the Mossback is the *Horned Shellback*. This order is made up of those men who become Shellbacks and Mossbacks in King Neptune's court, on the same voyage.

As an ancient deity, Neptune dates back to the Roman Empire. The fearsome ruler of the sea also had his counterpart in many other civilizations including the Greeks and the Norse. The symbol of his kingship was the three-tine spear and the source of his power was inherent in the perils of the sea itself. It was believed that after shattering rocks he could place them in the paths of unsuspecting vessels.

For those who did not appease him, Neptune could cook up a storm that would tear the rigging from a sailing vessel like so much matchwood. On the other hand, when his ceremonies were properly carried out, he could be a protective and benevolent figure.

The *Royal Order of Shellbacks* is today one of the sailor's leading honorary (and unofficial) brotherhoods. The seaman who doesn't belong to it just hasn't been around—and, in the life of a sailor, that's the world's worst stigma.

A 17th century writer further describes the crossing the line ceremony in his day as "a custom practiced from all antiquity, that those who are apprenticed to

the sea, and who pass certain places, where they have never passed, undergo this penalty—that is, to be cast from the yard-arm into the sea" (See ALL HANDS book supplement, "Superstitions of the Sea", May 1952, p. 60.)

"As to the boys", the writer points out, "instead of dipping them from the yard-arms, they were put under a basket surrounded by tubs full of water, and the rest of the crew threw water on them".

Dangerous features of the early ceremonies have been prohibited within the Navy. Today only those ceremonies are authorized by commanding officers which emphasize the long traditions behind the seafaring life and the fraternal spirit of Navymen the world over.

Other certificates have grown up and many are becoming part of naval tradition. A *Northern Domain of the Polar Bear Certificate* (also called an *Arctic Circle Certificate*) is issued to men who have crossed the Arctic Circle. There is evidence to indicate that the history of this Arctic ceremony goes back at least as far as the Shellback. Says one writer: "During the middle ages, the present ceremony of receiving a visit from a fictitious Neptune arose, when it was not, of course, performed at the equator, but on arriving within the tropics, crossing the Arctic Circle, and even in passing certain capes."

An off-shoot of the "Polar Bear Club" is the *Royal Order of the Blue Noses*, a select group of sailors "who crossed the Arctic Circle during the Navy expedition 'Operations Nanook' to the Arctic in July 1946."

At the other end of the world there's a certificate for *The Royal Domain of the Emperor Penguin, Antarctica* for those Navymen who enter his "Royal Domain of Whiteness". The owner of this certificate becomes "an

(Continued on page 34)

Exclusive Society of Korean Railbusters

One of the newest of the unofficial service brotherhoods is the *Railcutters Union*. Originated by the Marine's "Deathrattlers" Squadron, the unique club is fast gaining recognition with other squadrons in the Far East.

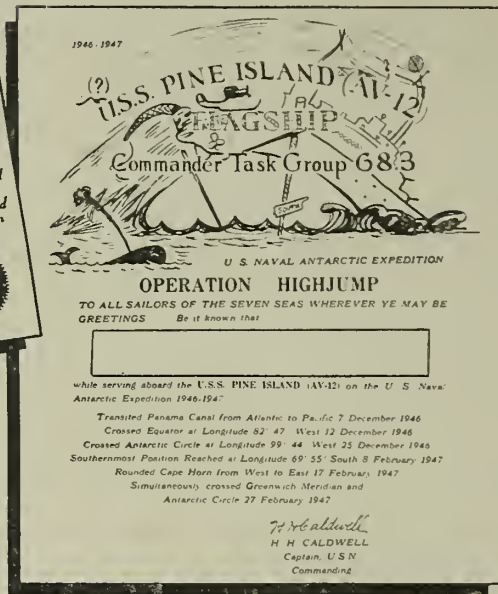
Members carry a *Railroader's Union Card* which certifies that they are "members in good standing of the Railroadmen's Union, Local Chapter (*Number of Squadron*), Korean Area". Each member is thereby qualified as a "Journeyman Rail-cutter" and is entitled to "work on the railroads on the Peninsula of North Korea, north of the 38th parallel, as directed by higher authorities".

The certificate also entitles the bearer to "an annual pass, to be honored for transportation on any North Korean railroad line, if desired".

Marine pilots of the "Wolf-raiders" Squadron in Korea, as an added distinction, have received white railroad caps sent to them from a stateside railroad as a badge of their membership in the "Railroad Union".

"We've worked on the rails in North Korea so much that we're beginning to feel like real section hands", says the squadron commanding officer who is president of the "local".

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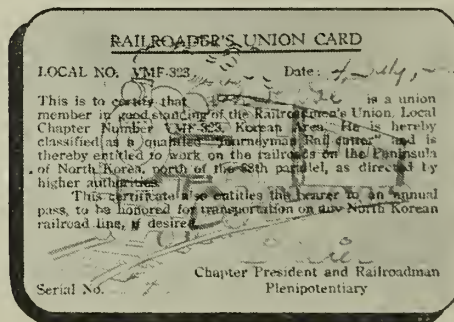
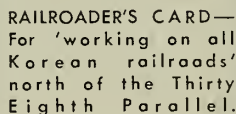
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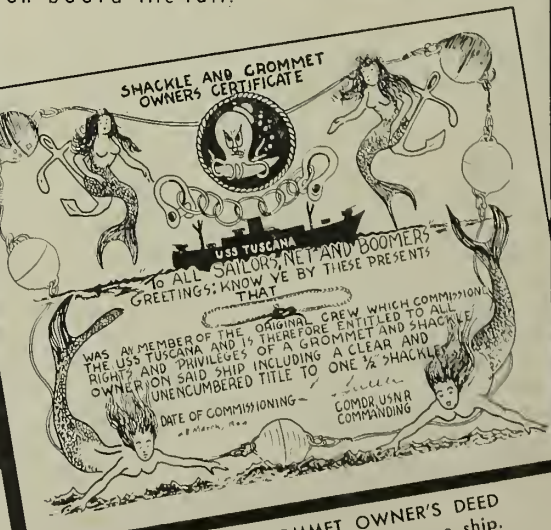
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SEA SQUATTERS — Club for unfortunates who are forced to spend more than 24 hours on board life-raft.



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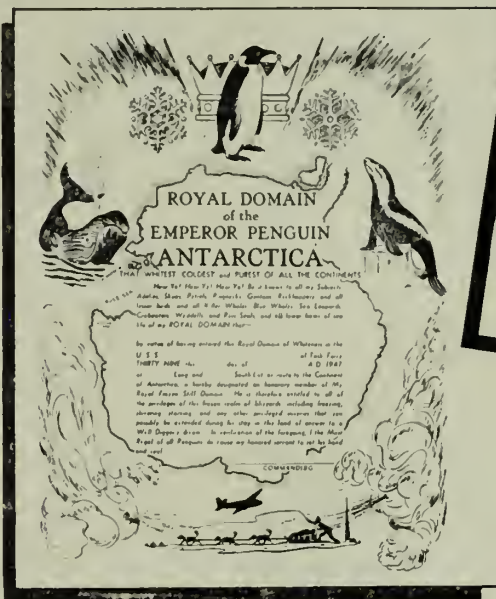


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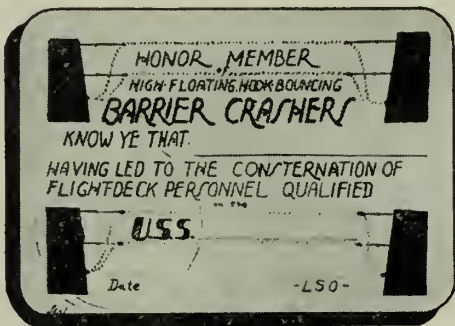


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NDS Magazine



DOMAIN OF EMPEROR PENGUIN —
For crossing the Antoretic Circle.



BARRIER CRASHERS—
For 'highfloating',
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aircraft carriers.



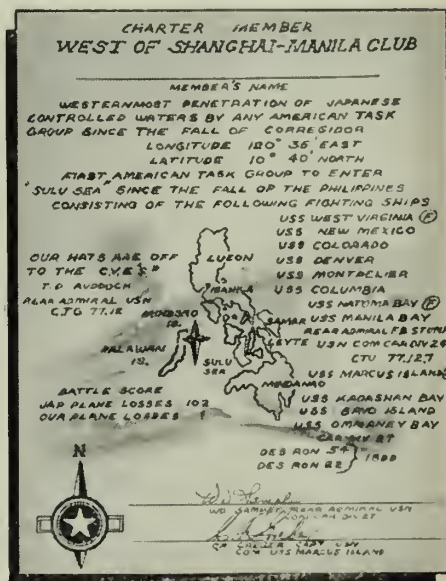
CATERPILLAR CLUB —
Members are personnel
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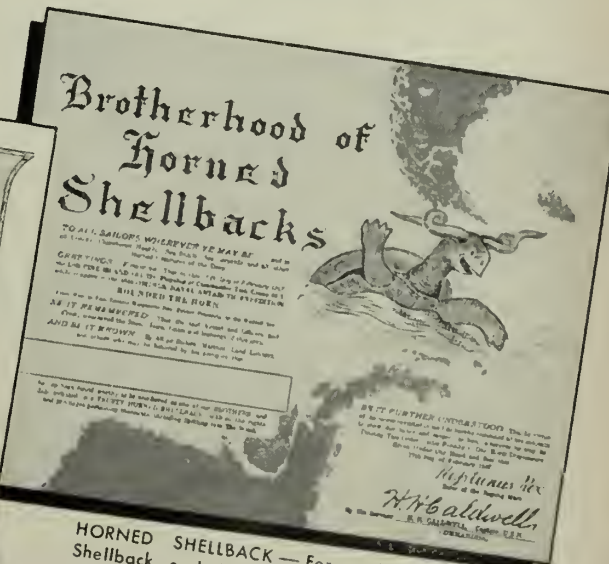
PLANK OWNER'S CERTIFICATE—Is issued
to the members of commissioning crew.



GOLDEN DRAGON—For crossing the In-
ternatioanal Date Line (180th meridian).



SHANGHAI-MANILA CLUB—For penetra-
tion westward by Task Forces in WW II.



HORNED SHELLBACK — For making o
Shellback and Mossback on some trip.

Sailors' Certificates

(Continued from page 31)

honorary member of the Emperor Penguin's Royal Frozen Stiff Domain" and is entitled "to all of the privileges of this frozen realm of blizzards, including freezing, shivering, starving and any other privileged miseries that can possibly be extended during his stay in this land of answer to a Well Digger's dream".

However, you don't necessarily have to cross a line or sail around a cape to be eligible for a special certificate. For example, a *Plank Owner's Certificate* is issued to all members of a commissioning crew. It gives the owner "clear and unencumbered title to one plank or section of plank" from the deck of his ship whenever she is decommissioned. A variation of the *Plank Owner's Certificate* is the *Shackle and Grommet Owner's Certificate*. It entitles its owner to "a half-inch shackle from any ship in which he has served for 15 years or three consecutive enlistments".

In deck seamanship, a "shackle" is a U-shaped steel connection with a pin through the open-end used for making something fast. A "grommet" is a metal eyelet in a piece of canvas. The holders of *Shackle and Grommet Certificates* place great store in their membership in this rare society.

There are clubs too for those men who suffer misfortune in the line of duty. Pilots who are forced to parachute from a disabled plane automatically become *Caterpillar Club* members. Members of this club have a small gold caterpillar pin with jeweled eyes. The circumstances which cause the pilot to bail out of his plane determine the color of the caterpillar's eyes. For example, ruby eyes show that the member has survived a parachute jump after a collision in mid-air. (Pins of this type may not, of course, be worn with the official Navy uniform.)

Should a pilot have to ditch his plane at sea and take to a life raft, he is entitled to membership in the *Goldfish Club*. Similar to this club is an organization known as the *Sea Squatters* for those men who are forced to spend more than 24 hours on a life raft through no choice of their own.

Returning carrier pilots who fail to catch an arresting wire and crash into the emergency barrier become honorary members in the "High-floating Hook-bouncing Barrier Crashers", and thereby receive a special certificate for this dubious accomplishment.

In order to become a member in the *Century Club* (also known as the "Not So Ancient Order of the Hurriphooners") you must fly through a tropical storm whirling at 100 knots or better. This club was conceived by the "Hurricane Hunters" down Florida way.

Century Club members receive a scroll inscribed with the appropriate date, latitude and longitude where they qualified. The scroll also bears the legend: "At wave-level height, this member has battled forces of Neptunus Rex and aerial elements of the Chief High Gremlin to a standstill". The scroll is signed by the "Most Exalted Hurriphoon Hunter and the High Hurriphoon Cloud Sniffer". It is decorated with hurricane flags, anchors, mermaids, cherubs blowing winds on a spinning globe and several PB4Y2s (the big four-engine landplanes flown by the Navy's storm-watchers).

Another club that is pretty much limited is the *Royal Order of the Highjump* for those men who took part in

the U.S. Naval Antarctic Expedition in the winter of 1946-47. The certificate for "Operation Highjump" makes it known that its owner has "transited the Panama Canal from Atlantic to Pacific on 7 December 1946, crossed the Equator at longitude 82° 47' West on 12 December 1946, crossed the Antarctic Circle at longitude 99° 44' West on 25 December 1946, reached the southernmost position at longitude 69° 55' South on 8 February 1947, rounded Cape Horn from West to East on 17 February 1947 and simultaneously crossed Greenwich Meridian and Antarctic Circle on 27 February 1947".

The *Royal Order of the Mushroom* is another exclusive club. In order to be a member in good standing, you must have witnessed the first atomic blast at Bikini atoll in 1946.

There's even a certificate for being "totally submerged" in a submarine. This is the one for *Honorary Submariners* and is "issued in consequence of such dunking".

The *West of Shanghai-Manila Club* is a World War II society. Charter members took part in the "westernmost penetration of Japanese-controlled waters by any American task group since the fall of Corregidor—Longitude 120° 35' East, Latitude 10° 40' North." Bearers of this certificate also have the distinction of being the "first American task group to enter the Sulu Sea since the fall of the Philippines".

Some certificates are given, not so much in honor of something accomplished but more as a gag for taking part in an inglorious incident. For example, when a ship tracks and attacks a whale by mistake for a submarine, all crewmen automatically qualify for the *Royal Order of Whale Bangers*.

Then there is a special certificate awarded Navymen and Marines who served a hitch in London with Headquarters, U.S. Naval Forces in Europe, during World War II. This certificate, the *Royal Decree for Having Been Stationed in the Port of London*, orders that respect be shown to its owner since—

"He has had no morning coffee, He has had instead tea. He has had no ham and eggs, as he would upon the sea. He has had his work to do and always played his hand, As all the other sailors on the sea or on the land".

Certificates like these—and like others that are probably in existence but unknown to ALL HANDS—are all part of Navy lore.

But don't write to BuPers asking for extra copies of any of these certificates. No copies are available. Furthermore all of these elaborate mementos are strictly unofficial—they are usually drawn and lettered by the men themselves who take part in the unusual event. In many cases a ship will issue to the crew certificates which have been prepared by her own members and authorized by the commanding officer.

If you're a longtime Sea Squatter or Whale Banger or even a member of the Order of the Golden Dragon, and you lose your certificate, there is not much chance of your getting a duplicate. The only possibility is in contacting the activity which originally issued the certificate, and even then the ship in which you qualified for the certificate may be out of commission, and the commanding officer and personnel records of that time have probably been changed. If you're in such a fix writing to BuPers or ALL HANDS won't help because unfortunately the individual records could not be tracked down without considerable expense.

TODAY'S NAVY

Navy Resupply Expedition

The Navy cargo ship *uss Mathews* (AKA 96) has returned from her latest expedition to the Pribilof Islands with a cargo of fur-seal skins valued at a cool \$5,000,000.

The Navy expedition is made annually to the two tiny volcanic islands beyond the Aleutian chain in the Bering Sea, carrying there several Department of Interior employees, and supplies and provisions which will last the inhabitants of St. Paul and St. George Islands until the supply ship reaches them again 12 months later.

The arrival of the yearly supply ship is eagerly awaited by the small group of settlers on the two windswept, fog-enshrouded islands. To them it means the arrival on the islands of several old friends and perhaps a newcomer or two who will make his home for at least a year among them.

It also provides them the privilege of restocking their personal stores with a few scarce items from the ship's store. Most important of all, it breaks the monotonous existence of everyday life in the Far North.

By the standards of the Bering Sea, unusually excellent weather prevailed during the stay in the islands this time. The crew and officers of *Mathews* divided into two sections and worked 12-hour shifts each, loading the cargo of furs aboard in record-breaking time.

The furs, procured and processed by the Pribilof Aleuts, will be delivered to the Fish and Wildlife Survey of the Department of Interior for resale.

Typhoon Aids Sweepers

It's an ill wind that blows no good. A late-fall typhoon gave Seventh Fleet minesweepers a rough time while it was blowing, but skippers reported some beneficial results after the big blow passed.

Dozens of floating mines laid down by the enemy were discovered. These mines clearly indicated several uncharted minefields and gave the ships plenty of opportunity for gunnery practice as the sweeps went about clearing the new patches.



'LUCKY LADY,' *USS Iowa's* flying taxi, takes off from the fantail of the 45,000 ton battleship for a last minute damage report on the afternoon's firing.

Good Deed by Good Deal

Quick thinking followed by fast action on the part of officers and crew of *uss Deal* (AKL 2) helped save a fleet oiler from heavy damage. *uss Kaskaskia* (AO 27) was moored bow and stern to a pair of buoys in Kaohsiung harbor, Formosa. A strong ebb tide combined with a 20-knot wind, putting a heavy strain on the after buoy, parted the buoy ring. The ship's stern started to swing with the tide, setting the vessel toward a submerged wreck.

The light cargo ship *Deal*, moored alongside, immediately got underway when notified of the heavier ship's plight. She cleared *Kaskaskia's* side, took an eight-inch manila hawser passed from the tanker's quarter and checked the larger ship's swing. This action was completed within 10

minutes, during which time the tanker's stern had made a 70-degree swing.

While still maneuvering in restricted waters, *Deal* shifted the tow line and pulled *Kaskaskia* back into position. The AO then sent a stern line to the Republic of China tanker *Aumee* (AO 301). The tanker had been using *Kaskaskia's* after mooring buoy as her forward mooring buoy. When the buoy ring had parted, *Aumee* let go both anchors.

In commanding the officers and crew of *Deal*, *Kaskaskia's* commanding officer pointed out that it was very doubtful that his ship would have been able to clear the wreck unassisted. "This wreck," he continued, "would have caused considerable underwater damage to hull, rudder and propellers had we struck it.

YESTERDAY'S NAVY



Island of Guam placed under jurisdiction of Navy Department, 23 Dec 1898. *USS Bainbridge* (DD 246) rescued 482 persons from the burning French transport *Vinh-Long* in the Sea of Marmora on 16 Dec 1923.

DECEMBER 1952

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			



FIRE CONTROL party in Korea (l-to-r) Sgt J. W. Jurbin, USMC; LTJG C. H. Mays, USN; Cpl J. A. Nishimura, USMC and Cpl E. W. Phillips, USMC.

Shore Fire Control Party Checks Activities of Reds

One way in which the Navy helps keep the Communists in Korea off-balance is by harassing any build-up of troops or supplies on the coastal fringes of the battered peninsula.

To help it do this job, the Navy sends to strategic spots shore fire control parties whose job it is to keep a lookout for enemy movements and notify the ships which can then blast the enemy off the map.

Typical of these units is the one commanded by Lieutenant (junior grade) Charles H. Mays, USN. Mays, along with several enlisted Marines and a detachment of Republic of Korea marines are dug in on a small island somewhere along the Korean

coast. To say exactly where would be giving the enemy valuable information.

From their vantage point, Mays and his men watch the mainland for troop movements or concentrations of supplies. When they spot a build-up they mark its location on a coordinate chart, then radio out to the ships telling them where to lay the next round. The result usually proves annoying to the Reds.

Sampans which sneak out to try to lay a mine or two along the coastline get the same treatment. The shore party spots them and the fleet units blast them off the map. Any mines they succeed in putting down are usually swept away.

Explosion Out of the Past

The hazard of underwater wrecks was underlined recently by an experience of an LST leaving San Francisco Bay for Pearl Harbor.

Passing beneath the Golden Gate Bridge and heading for the main ship channel, crewmen of LST 975 suddenly felt a sharp jolt like the explosion of a depth charge as their ship passed between Buoys No. 7 and 8 marking the channel.

The amphib's commanding officer, thinking his vessel had hit some submerged object, ordered an investigation belowdecks. The check revealed no major damage although one com-

partment had been flooded. The ship continued to Pearl Harbor.

Only later was the cause of the jolt determined. The LST had passed over the spot where the hospital ship *Benevolence* (AH 13) had collided with a merchant ship and had sunk in 1949.

At the instant that LST 975 passed over the sunken wreck, there had been an unexplained underwater explosion deep inside the wreck that not only rattled the coffee cups of the amphib but had also been felt in parts of San Francisco. Since the incident, the wreck of the *Benevolence* has been dynamited and obliterated by the Navy as a menace to navigation.

New Submarine Squadron

Latest squadron to be added to the Atlantic Fleet's submarine force is SubRon 12. This newly-formed 10-vessel group is made up of ships from the Atlantic Reserve Fleet and active squadrons based at Norfolk, Va., and Key West, Fla.

The squadron, made up of Submarine Divisions 121 and 122, is based at Key West. *uss Bushnell* (AS 15) serves both as the squadron's tender and as the squadron commander's headquarters. Also paired off with the squadron, as its submarine rescue vessel, is *uss Penguin* (ASR 12).

The addition of Submarine Squadron 12 to the fleet is part of the Navy's present expansion program. Designation of Key West as its base makes two SubRons for Key West. Already based there is SubRon 4, which uses *uss Howard W. Gilmore* (AS 16) as its tender and squadron headquarters.

Treat for Last of the First

In a safety deposit vault of an Atlanta, Ga., bank is a very special bottle of the finest French variety cognac. It is the property of a group of Marines, members of the "Last of the First Club" of the First Marine Division—all veterans of the bitter fighting of the Guadalcanal campaign.

The cognac is not for drinking—at least, not yet. Every year, for the past five years, the bottle is taken from safekeeping for a short visit to the outside world.

Through the years, accompanied by a veteran Marine guard, the bottle will "attend" all the annual reunions of the First Marine Division as honored guest of the "Last of the First," and will then be returned to its depository in Atlanta.

The club had its inception in Atlanta in 1944 and was the first of the "last man" clubs to be organized by World War II veterans. The cognac was donated by a World War I Marine Corps veteran.

When the club membership is eventually reduced to one survivor, the cognac will make its final reunion appearance—a one-way journey. As the bottle is opened, the last man will pay tribute in a toast, not only to the gallant men who launched the first Pacific offensive of World War II at Guadalcanal, but to all American fighting men—everywhere.

Another 5,000th Dive Record

uss *Threadfin* (SS 410) is the second Atlantic Fleet submarine to reach the 5000-dive mark. She gained the distinction of being one of the "divingest" submarines of the Navy on 8 September in a routine plunge with student submariners aboard.

Threadfin is now a training submarine and consequently many of her dives were made as a "school boat," but a large number of her earlier dives were made during her notable World War II record. Her first patrol began Christmas morning 1944 when she departed Pearl Harbor, T. H. Her war log shows numerous surface battles in which she sank five enemy craft and damaged six more. The highlight of her combat career came when she teamed up with other U. S. Navy submarines and aircraft to sink the world's largest battleship, the Japanese *Yamato*.

Threadfin's new high score was made in Long Island Sound in approximately the same position that *uss Flying Fish* (AGSS 229) made her record-breaking 5000th dive last February. *Flying Fish* was also a sea-going classroom for student submariners attending the New London, Conn., submarine school.

A Visit from Your Hometown

Don't fall over the side if you suddenly hear over your ship's radio the voice of a girl back home say "Hello," or the crowing of a rooster, the whinny of a horse or even traffic sounds of the main drag in your hometown.

Navymen in far off places can now turn on their loudspeakers and hear these and many more familiar sounds from home. Available to Armed Forces Radio Stations for presentation to servicemen overseas, and available to ships at sea through military post exchanges, are new transcriptions bearing a unique new program called "Way Back Home," a daily 15-minute broadcast featuring everyday goings-on in communities large and small all over the U.S.

The folks back home can tell you when your hometown is scheduled to be heard. Listen-in and you'll hear some of the home folks introduce themselves, send greetings and offer familiar neighborhood music, observations, prayers and other characteristic touches of hometown life. Such reminders of home range from the roar of waters rushing over Grand

Coulee Dam and the hallowed ring of Philadelphia's Liberty Bell to the twilight caecophony of chickens competing for roosting space on a quiet Pacific Coast ranch and the ping of Bossy's milk hitting the pail on a typical serviceman's farm in Nebraska.

These bits of hometown life are collected on the spot and sent to Armed Forces Radio Service, Los Angeles, Calif., a branch of the Office of Armed Forces Information and Education, Department of Defense. Here the tapes are assembled into quarter-hour airings, transcribed and shipped around the world.

Those who have heard the program say it's the next best thing to talking with the folks yourself!

Retiring Chief Watched Naval Aviation Grow Up

A chief petty officer who got into naval aviation when it was "not quite a baby, but still a very young boy," has retired from the service at Ream Field, San Ysidro, Calif.

Ira M. Duncan, AMC, usn, first enlisted in December 1920 and went to "boot camp" at Great Lakes, Ill. Coming out of recruit training a fireman third class, he attended Aviation Mechanic's School, graduating from there as an aviation carpenter's mate, third class. By today's standards this was a long period of schooling—more than 13 months.

This duty completed, he reported to Naval Air Station, San Diego, Calif., for what was to be an 11-year stretch of duty with aviation utility squadrons. In those days station personnel used to chase jackrabbits off the North Island landing strips. Duncan went up the ladder to CPO, making aviation chief carpenter's mate in 1931.

The following years found him serving with various patrol squadrons (VP-1F, VP-9F, VP-4, 11, 12 and 21), and in seaplane tenders *Wright* (AV 1) and *Langley* (AV 3). His overseas service includes duty at Cavite, P. I. and, in 1941—the year his rate was changed to aviation chief machinist—at Pearl Harbor, T. H.

A three-year tour at NAS, Alameda, Calif., was followed in 1950, by assignment to his favorite air station, North Island. Early this year he began duty with the last of his many aviation squadrons—Utility

Reduction in Frostbite

Service personnel facing another winter in Korea, are well equipped against the dangers of frostbite which plagued them in the first cold Korean winter.

The so-called "thermos" boot, now worn by fighting men, has greatly reduced the number of casualties due to frostbite. Less than 50 cases were reported among Navy and Marine Corps personnel during the 1951-52 winter.

This is a sharp decrease from the first winter when a total of 3017 Navymen and Marines in Korea were treated for frostbite. In eight cases frostbite was listed as a contributing cause of death.

Squadron 3K, a target guidance group. Eight fellow CPOs from this squadron served as sideboys in Duncan's retirement ceremonies, a ceremony highlighted by the presentation to him of a gold wrist watch from the crew.

Chief Duncan has a son in the Navy with the same rate—Virgil J. Duncan, usn, who now serves at NAS, Miramar, Calif. The younger Duncan served for a while with his dad at North Island after his recruit training in 1938. The retiring Chief also boasts four grandchildren, for whom he puts his Navy building and mechanical skill to good use. As he puts it, "Fixing the toys of the four kids is the biggest hobby in the world."—A. R. Marks, JOSN, usn.



GOING OUT on 32, Ira M. Duncan, USN, signed up for his hitch when naval aviation was a 'toddler.'



'MERCY SHIP'—LST 799 glides through Sea of Japan en route to Korea. Her boats and helicopter recovered 23 downed airmen on 10 rescue missions.

Navy Aids in Polio Epidemic

The U. S. Navy rushed immediate aid when a recent epidemic of poliomyelitis swept southwestern Iowa.

Twelve hospital corpsmen from the U. S. Naval Hospital at Great Lakes, Ill., were flown by the Navy to Sioux City, Iowa, to relieve the nurse short-

age in the polio wards at two hospitals there.

The Navymen were a welcome sight to the nurses caring for 18 respirator patients who require a constant attendant. The nurses had seen almost continuous duty since the outbreak of polio in that area.

Fast Teamwork of Task Force Saves Injured Sailor

Demonstrating how the Navy takes prompt care of its sick and injured, a story from the Atlantic fleet tells how a task force got medical aid to a burned man minutes after he was seared by a broken steam pipe.

The accident occurred on board *uss New* (DDE 818) one of the screening ships of a task group. A ruptured steam pipe in the forward fireroom seriously injured Nathan Kelley, FA, USNR and caused the ship to go out of control.

The task group immediately cut engines and transferred a doctor from the *uss Rich* (DDE 820) to the crippled ship.

Upon the doctor's request the victim was then transferred by whaleboat to *uss Salerno Bay* (CVE 110) where more extensive medical facilities were available.

Aboard *Salerno Bay*, Kelley was given immediate treatment by the ship's doctor. He suffered from third degree burns which covered 75 per cent of his body. It was decided that he should be transferred to the nearest hospital as soon as possible.

So the following morning the injured man was quickly and safely

transferred from *Salerno Bay* to *Rich*.

Five hours later *Rich* was met by helicopter in the narrows of the Norfolk harbor channel off Little Creek, Va.—the 'copter picked up Kelley and took him directly to the hospital.



SAILORS make speedy ship-to-ship transfer of casualty for treatment minutes after occurrence of injury.

LST 799 Is Airmen's Friend

Rescuing downed pilots in Korea is becoming a regular sideline for *uss LST 799*. During a recent 55-day tour in the Wonsan-Songjin area the LST's boat and helicopter saved ten airmen from possible death or capture.

Normally, the "pilot-rescuing" LST serves as a supply ship for Mine Squadron Three while its helicopter spots enemy mines for the mine-sweepers to cut. But the helicopter has proved equally adept at spotting friendly flyers who have bailed out in Communist territory.

For example, in one morning alone, the helicopter was alerted to rescue two airmen but upon reaching the designated spot the helicopter pilot found four airmen—all waiting to be picked up. To top it off, on the way back to the ship the helicopter was detoured by another LST to pick up a fifth passenger—another rescued pilot.

When the second alert of that morning came in, the 'copter went out again and got its man. As the pilot was about to head back to the LST he spotted still another downed flyer on whom no alert had been received. The 'copter swooped down, picked him up and brought both airmen back in the same trip.

Of the ten rescues made during this tour, nine were made with the ship's whirlybird. The ship's boat accounted for the tenth.

In all, LST 799 has recovered 23 downed airmen from enemy territory—but that's not all—it's crewmen are counting up a score of enemy mines destroyed. They've got 41 so far.

Audience Participation

A movie is a movie no matter where you watch it, and improvised screens and outdoor showings with the First Marine Division in Korea are no exception.

Although the Leathernecks are not bothered by noisy popcorn eaters, ladies' frilly hats or yelling children, there are certain disturbances peculiar to front line duty.

One such disturbance cropped up recently during a showing to a group of movie-hungry Marines.

The movie was stopped and the following announcement made by the operator:

"All personnel will refrain from clicking the bolts of their rifles during the feature."

Japanese Enjoy Cruiser Tour

For the first time since Japan attained her formal state of peace and sovereign equality with other nations, an American warship held open house in a Japanese port.

When *uss Helena* (CA 75) visited the port of Nagoya, a total of 31,420 Japanese visitors came aboard during two afternoons. The response was so great that the ship immediately planned another visiting period and prepared to handle up to 25,000.

The interest which *Helena's* visit aroused was evidenced by the closing of schools and some factories in this city of one million population to permit students and workers to get a look at one of the U.S. Navy's modern fighting ships. One Japanese family said they had traveled 250 miles to see the heavy cruiser.

An average of 6000 people an hour trooped around the weather decks, following well-marked traffic routes. For the benefit of the visitors, a brochure printed in both English and Japanese, giving a brief history of the ship and carrying a message of greeting from the commanding officer, was distributed.

BB Takes On Strange Passenger

A main deck scene of *uss Iowa* (BB 61) was the cause of considerable speculation among other ships operating off Korea. For resting in the shadows of the after 16-inch guns was an AD *Skyraider*.

The big attack plane had suffered damage during a combat mission of Task Force 77 aircraft and had been forced to land on a tiny U.N.-held island. *Iowa*, which was operating in the vicinity of the island on a gunfire mission, moved in, readied her aviation crane and hoisted the *Skyraider* aboard. The plane was temporarily secured to the main deck aft. Later it was turned over to an aircraft repair center.

A Sure Way to Save

Navy men on board *uss Helena* (CA 75) believe in putting something aside for a rainy day.

In the first four months of the ship's Korean operations, her crew sent home to their families or their banks more than \$140,000 in postal money orders. Moreover, hardworking post office personnel see no let-up ahead—the sailors are socking it away at a steady clip.

Helena serves as flagship of Cruiser Division Three.



RADICAL hull, attached to the hull crown and wings of a World War II seaplane is now undergoing tests for possible future use with jet engines.

Marlin, ASW Seaplane, Carries Underwater Rudders

The first aircraft ever designed and built expressly for anti-submarine warfare, has been accepted by the Navy. It is the 36-ton P5M-1 *Marlin* seaplane that is expected to replace gradually the PBM *Mariners* now in action throughout the Fleet and in Korean waters.

A unique feature of the P5M-1 is the use of hydroflaps, a pair of underwater rudders installed in the hull near the tail. These hydroflaps

may be opened individually to steer the plane in confined areas or opened together to act as brakes. The hydroflaps were developed to overcome the seaplane's most troublesome features — slow maneuverability in the water and inability to make quick stops while taxiing. With its new flaps, the P5M-1 can turn in approximately one and a half times its span and come to a stop more quickly than before.

Gift to Chinese Middies

Five tons of books are a lot of books and half-way around the world is a long way for them to go — but when they get there they'll be mighty welcome.

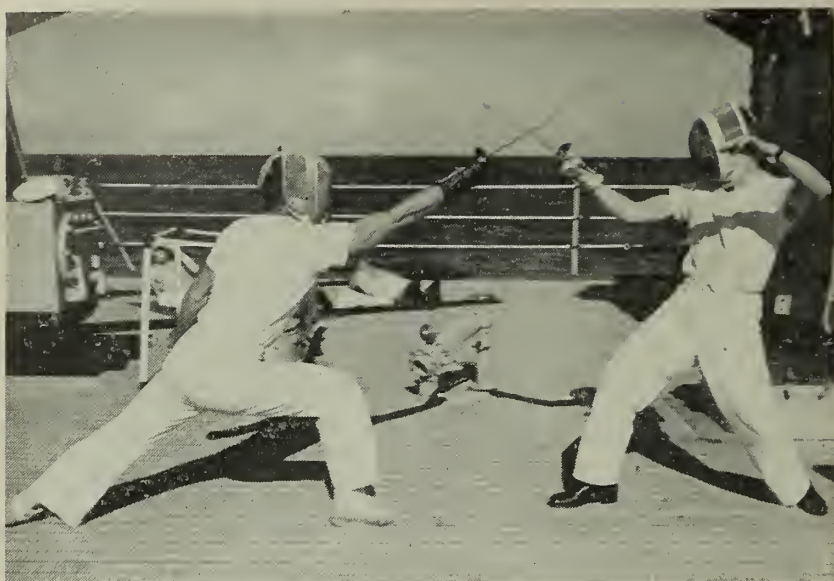
The books are text books used by U. S. Naval Academy midshipmen in their studies, and they are being sent to Chinese Nationalist midshipmen. Some 780 members of the 1952 Academy class, their formal studies completed, contributed their text books to the Chinese Nationalist Naval Academy in Formosa.

The fact that the books are in English will be no drawback to the 900 Chinese midshipmen who will use them. The Chinese are able to read and speak English and already have been receiving most of their professional instruction in that language from English texts.

Responsible for starting the ball rolling in this move is Captain H. T. Jarrell, USN (Ret.), naval attache at the American Embassy at Taipei, Formosa. In a letter to the U. S. Naval Academy, Captain Jarrell stated that the Chinese Naval Academy owned so few text books that those they have had to be kept in libraries and classrooms.

The books—for the most part standard textbooks on seamanship, ordnance and engineering—made quite a load. Altogether there were 21 crates and each crate weighed 450 pounds. The dog-eared classroom copies are going into retirement. The windfall of new textbooks will permit issuance of books to each Chinese midshipman.

In June, 1951, a similar supply of books was donated by the Academy to the struggling South Korean Naval Academy at Chinhae, South Korea.



STRAIGHT high lunge attack is 'parried in sixte' as two midshipmen duel in fencing bouts on board USS Roanoke (CL 145) during midshipman cruise.

Jax Air Wins Skeet Shoot

For the second consecutive year, shooters of NAS Jacksonville, have annexed the East Coast Skeet Championship. In the annual tourney, held this year at the NAS Norfolk ranges, the Jaxmen outfired shooters of 18 other teams representing Army, Navy, Marine, and Air Force units of the East Coast area. They compiled a kill of 486 birds out of a possible 500.

Second place honors in the overall East Coast competition were taken by Norfolk's Naval Air Station team which scored a 479. Norfolk shooters captured first place in the special Middle Atlantic Inter-Service Athletic Conference division of the championships.

Marines Win Fleet Mat Title

Camp Lejeune's Marines are the top wrestlers in Atlantic Fleet competition for 1952.

In the finals at Norfolk which brought together the best grapplers of CinCLant, CruLant, ServLant, AirLant, and Fleet Marine activities, the Leathernecks crowned champions in six events.

The lone Navy matman to carry away a winner's trophy was flyweight Gilbert A. Quick, SA, USN, of the USS *Leyte* (CV 32) team, this year's AirLant champ and sole representative of AirLant in the finals.

Four other *Leyte* wrestlers collected runners-up awards. They were George Hill, AN, USN, light-

heavyweight; R. E. Johnson, RD2, USN, middleweight; E. T. Propes, FA, USN, welterweight; and R. T. Volz, AN, USN, bantamweight.

SubLant Bowling Underway

The Atlantic Fleet Submarine Bowling Tournament, one of the most hotly contested alley competitions in the Navy, is rolling again at the Submarine Base, New London, Conn.

More than 70 teams, ashore and afloat, are entered in the 1952-1953 tourney, including the defending champion, SubLant.



MIDDLEWEIGHT Marlin 'Bud' Scheib, YNSN, USN, bounces a right hook off the face of John Murray, ME, USN, during bouts on board USS *Dixie* (AD 14).

Best in 4th ND Athletics

For the fourth consecutive season and the fifth time in six years, Naval Air Station, Lakehurst, N. J., has been awarded the Fourth Naval District Athletic General Excellence Trophy.

Since 1947, Lakehurst athletes have competed annually in district baseball, softball, basketball, boxing, wrestling, bowling, golf and tennis tournaments. Only once have they relinquished possession of the coveted award since first winning it in 1947.

In 1948, NAS Atlantic City won the trophy, but Lakehurst brought it back home the following year.

Body Builders Have Own Gym

An increasing interest in weight lifting and body building among personnel of Pacific Air Transport Squadron 21 has resulted in the installation of a special gymnasium for the bodybuilders.

A survey of the squadron had revealed that some 200 men were actively engaged in weight lifting and body building although facilities were inadequate. It is expected that several hundred more men will avail themselves of the opportunity offered by the new gymnasium.

Set up in a former barracks recreation room, the gym contains 1600 pounds of weight-lifting gear. Complete body-building courses are conducted daily by instructors of the station's special services division.

Field Honors Amphib Leader

Football is being played on a brand new gridiron at Coronado Naval Amphibious Base, San Diego.

Known as Turner Field, the recently dedicated sports arena pays tribute to Admiral Richard K. Turner, USN (Ret.), famous World War II commander of Pacific amphibious force operations.

Filling a long-felt need in the Coronado area, the field also contains three softball diamonds and holds the distinction of being the first permanent installation to be made in the conversion of the base from a temporary to a permanent naval facility.

Sangley Boxers Are Champs

The 1952 Philippines Command and 13th Air Force Boxing Tournament was won by the Air Units team from U. S. Naval Station, Sangley Point, Cavite, P. I.

Conducted at Clark Field Air Force Base, Pampanga, P. I., the annual tourney saw the Air Units boxers capture three weight divisions for a total of 35 points to edge the defending champion Sangley Base Units squad which took runners-up honors with a 26-point tally.

Clark Field's airmen placed third (18 points), U. S. Naval Station, Subic Bay, Zambales, P. I., was fourth (14 points), and Clark Field's 581st ARC finished fifth (5 points).

New Style Folding Bleachers

With basketball getting underway at Naval Training Station, Treasure Island, Calif., the problem of spectator seating has been neatly settled with the installation of a new type of folding bleacher.

Formerly, it took an eight-man crew almost an entire day to break out cumbersome portable bleachers for the basketball season. Further, once the old style stands were in place, space became cramped for other activities.

The new style bleachers, when not in use, can easily be folded up into plywood frames which protrude but two feet four inches from the bulkhead. When they are needed, they can be extended by one man in a matter of minutes.

An additional feature is that each frame section has its own rollers, thus providing for speedy rearrangement of the bleachers to accommodate various sports events.

Navy's Sea-going Clan of Bagpipers Has New Member

Bagpipes and kilts are not required in the regulation Navy sea-bag but they are items that no true



JORDON R. WRIGHT, USN, takes time out from his studies to pose in uniform of his Scottish ancestors.

son of Scotland would be without.

Jordon R. Wright, AN, USN, stationed at NAS, Widbey Island,

Wash., is no exception to the rule — he has carried pipes with him since he was 15 years old!

A descendant of the MacFearson clan, Wright explains that there are three principal parts to the average set of bagpipes—the chanter, the bag and the drones.

The bag is made of cowhide and is held under the left arm by most pipers. It is filled with air by blowing into a mouthpiece. By squeezing the bag, air is forced out through the chanter and the drones.

The chanter is an ebony tube and has holes or stops which are covered with the fingers and are closed or opened to form the notes of the scale. The melody of the tune being played is supplied by the chanter.

The three drones, which are also tubes of ebony, are held over the left shoulder and a constant tone or chord is forced through them from the air in the bag.

Wright joins another sea-going "piper", W. R. Maroon, RDSN, who mans his bagpipes during special sea detail aboard USS *Albert T. Harris*, DE 447 — (Sec ALL HANDS, August 1952).

Clinics Aid Sports Program

Sports clinics in coaching and officiating of basketball and boxing were conducted for Atlantic Fleet personnel in October at Naval Receiving Station, Norfolk. The program was sponsored jointly by Commander in Chief, Atlantic Fleet, and the Commandant, Fifth Naval District.

The clinics were organized this year as aids to COs whose commands will have basketball and boxing teams this winter. With top college and service coaches serving as instructors, the clinics afforded personnel assigned the responsibility of coaching these sports an opportunity to brush up on current coaching and officiating techniques.

Basketball personnel received instruction in types of offensive and defensive play, methods of selecting team personnel, organization of practices, training and conditioning procedures, technique of shooting, dribbling, passing, backboard play, interpretation of new rules, scouting procedures and the coaches' creed.

Subjects covered in boxing included conditioning of fighters,

"making a weight," offensive techniques, equipment and its care, preparing fighters for a tournament, techniques of handling fighters during a match, and general rules and regulations governing boxing matches.



FOLDING BLEACHERS solve seating problem at NTS Treasure Island, Calif. Here, sailor folds seats against wall.

SIDELINE STRATEGY

With the World Series once again tucked away in baseball history, Navy eyes for the past few weeks have been focused on the nation's pigskin parade.

Speaking of pigskin, we are reminded that the oblate sphere you see booted around by bluejacket gridsters is not made of pigskin at all. Nor does it contain any cow or bull hide. Only carefully selected steer hide seems able to stand the gaff. The use of "pigskin" in today's football lingo is thought to have originated with the common ancestor of the modern games of football, soccer and rugby. Back then, an inflated pig bladder served as a ball.

* * *

A Football Hall of Fame has been organized at Rutgers University in New Brunswick, N. J., site of the first intercollegiate football game (1869). Of the first 32 gridiron greats of all times selected for "fame" honors, one represents the Navy. He is Rear Admiral John H. Brown, Jr., USN, now commandant of the Fourth Naval District. He starred at Annapolis from 1910 through 1913. In 1913 he was chosen an All-American guard by Walter Camp. Older Navy sports fans perhaps can recall the 1912 Army-Navy meeting in which Midshipman "Babe" Brown kicked field goals of 23 and 36 yards for a Navy 6-0 victory.

Sailors in and around Philadelphia the latter part of this month will get a chance to see the annual Army-Navy football

spectacle. The game is to be played in the Quaker city's Municipal Stadium on Saturday the 29th.

A lot of water has gone under the keel since this colorful West Point-Annapolis series was launched in 1890. (The Naval Academy had christened its long gridiron history eight years earlier with an 8-0 score over a team called the Clifton Football Club.) In the Blue and Khaki curtain raiser of 1890, the Mid-dies emerged on the short end of an 11-0 tally. Since then, Navy has accumulated 21 wins against Army's 27. There have been four ties. Navy's biggest margin of victory over the soldiers was chalked up in last year's 42-7 triumph.

* * *

Dick G. Morgan, AA, USN, formerly of NAS Jacksonville, has a postage stamp collection worth around \$3,000. The hobby, started five years ago, recently declared its biggest dividend when Dick was sifting through a packaged assortment for which he had paid 25 cents. There among the miscellaneous offerings was an 1854 stamped envelope which he later found had a catalog value of \$300.

* * *

Something new has been added to the Navy sports scene. A Twelfth Naval District Judo Championship is attracting the attention of West Coast grapplers and spectators.—E. J. Jeffrey, JOC, USN.



Weightlifting Waves

"The Navy's only women's weightlifting team," is the boast of Naval Auxiliary Air Station, Kingsville, Texas. (At any rate, it's the first ever brought to the attention of ALL HANDS.)

This unique group of muscle-building aspirants, composed of a dozen station Waves and relatives of personnel on the base, is instructed and coached by Lowell Frick, YNT1, USNR. Any challengers?

Nation's AF Volleyball Champs

Volleyballers of Naval Air Station, Los Alamitos, Calif., have been acclaimed top armed forces team of the U. S. By capturing 10 games without a setback, they finished in first place in the military division of the National Volleyball Championships at Ohio State University in Columbus.

The Los Alamitos team went into the national tourney with a stout record under its belt. The squad held the San Diego Armed Forces YMCA title, the 11th Naval District trophy, the Armed Forces Far West Tournament championship, and was the winner of the California State AAU Open tourney.

In the final elimination games at Columbus, Los Alamitos knocked off Naval Training Center, Great Lakes, Ill.; George Air Base, Barstow, Calif.; Wright-Patterson Air Force Base, Dayton, Ohio; Naval Air Station, Columbus, Ohio; and, in the "big one," Naval Air Auxiliary Station, Whiting Field, Milton, Fla.

The Whiting Fielders had entered the national playoffs as strong favorites. They carried a long list of 1952 tourney championships which included the Florida State AAU, Southern AAU, Mid-South AAU, and National AAU titles. This array of trophies failed to dampen the Los Alamitos spark, however, as the volleyballers tallied consecutive wins of 15-8 and 15-10 over the Whiting aggregation which had to be content with the runner-up award.

Members of the Los Alamitos national championship team were G. O. Wing, HM1; P. J. McGranc, AD1; K. L. Newman, AD1; L. J. Meigel, AD1; J. Andriese, HM2; J. A. Warr, ATC; H. O. Collis, HM1; P. A. Sutherland, SA; G. Yardley, SR; S. Paulson, AD1; and B. Garnett, AD2, all Navy men.

THE BULLETIN BOARD

Korean G.I. Bill Aims to Aid Eligible Veterans to Buy Homes With Small Down Payments

Navy men who would like to build a home when they get out of the service may get a loan under the new Korean G.I. Bill of Rights to help them along.

To be eligible you need only to have been discharged under conditions other than dishonorable and to have served at least 90 days on active duty after 27 June 1950 (unless discharged sooner for a service-connected disability).

In order to get a loan, you must take certain steps after you have picked out the property or business that you want to buy.

- First, go to a bank or building and loan association and apply for the amount of money that you want to borrow.

- After this, present your plans to the local Veteran's Administration's regional office and apply for a "Certificate of Eligibility". You will need your original discharge or separation paper (DD 214) to apply for this certificate.

- The next step is made by the VA which will order appraisers to evaluate the property you wish to buy.

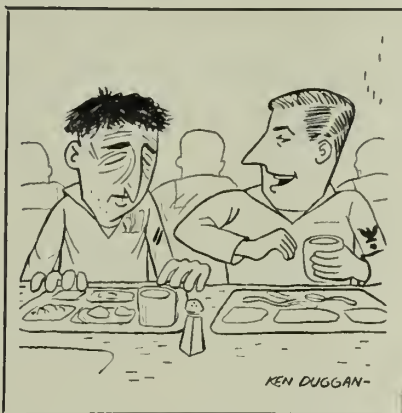
- If the appraisal meets the requirements of the VA, a certificate of reasonable value is sent to the bank where you requested the loan.

- After the bank receives this certificate and approves your loan you can get the money.

Veterans of World War II who went back into service since 27 June 1950 will have their unused loan entitlement under the World War II G. I. Bill cancelled when they are released from active duty and will receive new entitlement under the Korean G.I. Bill.

However, if a veteran obtained a loan under the World War II G.I. Bill and returned to active duty since 27 June 1950, he will not be eligible to get another loan under the Korean G.I. Bill unless the property he purchased under the World War II Bill is no longer in his possession.

Under the Korean G.I. Bill veterans will have 10 years from the date



Now aren't you glad I got you up for chow Joe? ... Joe! Joe! ... Joe!

of the end of the Korean emergency (a date to be set by Presidential proclamation or by concurrent resolution of Congress) to apply for a loan. Under the World War II G.I. Bill, the deadline is 25 July 1957.

The purpose of the G.I. loan program is to encourage lending institutions to make loans with small down payments and at a low interest rate because of the protection of the VA guaranty.

There are three types of loans permissible — to purchase, construct or improve a home; to buy a farm, farm-land, live-stock, farm machinery and other farm supplies and equipment; and to buy a business or otherwise enable a veteran to undertake or expand a legitimate business venture.

Unmarried widows of men who died in service or as a result of a service-connected disability after service since 27 June 1950 may also qualify for G.I. loans under the Korean G.I. Bill.

Navy veterans are advised by the VA not to sign any contracts or commitments to purchase property until they are assured that a particular lender will make the G.I. loan.

The VA guarantees or insures the lender against loss up to 60 percent of the loan, with a maximum of \$7,500, for home loans that have been approved. On other approved loans, the VA guarantees the lender against loss up to 50 percent of the loan with a maximum of \$4,000 on real estate.

BuPers Central Recreation Fund Provides Movies and Sports Facilities for Ships and Stations

In back of that new athletic field or Enlisted Men's Club at your shore station and the movies shown aboard ship is a little-known BuPers fund, the Central Recreation Fund.

This fund was established in 1946 as a means of equalizing and assisting field recreation programs and to furnish a central fund for financing Navy-wide recreation programs.

The new fund absorbed \$5,200,000 in cash from four separate World War II non-appropriated funds. In the six years since then, about \$9,000,000 more has been received into the fund from field activities. This money has come in part from assessments against Navy Exchange and Ship's Store profits, part from money left over when units had been deactivated, part from loan repayments and the rest from other sources.

A total of \$13,200,000 has been paid out over the same period. About \$7,200,000 has gone into projects such as construction of new ballfields, installation of athletic field lighting equipment, installation of bleachers, tennis courts, handball courts and bowling alleys and establishment of Enlisted Men's Clubs and Chief Petty Officers' Messes. Many of the facilities now in use in the field would not exist today if funds had not been available in the Central Recreation Fund. In addition to these projects, financial assistance has been rendered to small units.

The remaining \$6,000,000 has gone into financing the Fleet Motion Picture program. Only part of the funds for distributing films to the Fleet is covered by appropriated funds so the Recreation Fund is called upon to make up the difference. This it will do this year, for example, to the tune of \$2,500,000, an amount equal to the entire 1953 estimated receipts earmarked for BuPers Recreation Fund from the Exchanges and Ship's Stores.

Through the central fund, type commanders are also given grants of money to be used by them in assisting small craft and other units.

Roundup of Enlisted Correspondence Courses Now Available

Enlisted Correspondence Courses are big business in the Navy.

Today, more than 68,000 Navymen and Waves—both Regular Navy and Naval Reserve—are busy on them. What is more important: 80 per cent of those who enroll for a course, finish it.

By November of this year, 115,000 Enlisted Correspondence Courses had been enrolled in since the establishment of the program in 1950. New enrollees average about 3900 a week.

These correspondence courses are home-study or self-study courses designed to help enlisted men prepare for advancement in rating examinations. They do not replace shipboard training or the personal supervision and guidance provided by division officers and leading petty officers.

Here is a complete round-up of Enlisted Correspondence Courses now available. This list includes all Enlisted Correspondence Courses, both new ones and those previously listed in ALL HANDS. Additional correspondence courses are being prepared and will be announced as they become available.

Enlisted Correspondence Courses should not be confused with *Navy Training Courses*. A correspondence course is basically a set of self-study questions with multiple choice answers which helps you get the most out of your study of the *Navy Train-*

ing Course book for your rate. If, for example, you enroll for the correspondence course *Boatswain's Mate 3* (NavPers 91242), you will receive as your textbook the blue-covered *Navy Training Course* entitled *Boatswain's Mate 3 and 2* (NavPers 10121).

The assignment booklet for BM3 contains instructions and other information that will help you study the textbook chapters on which the questions for a given assignment are based. Four possible answers are given for each question. You record on your answer sheet the number of the correct choice.

There is a separate answer sheet for each study assignment. When you complete each assignment, you mail your marked answer sheet to the U.S. Naval Correspondence Course Center, using self-addressed envelopes furnished you.

Correspondence courses are study aids—not tests. For that reason you may answer the questions with your textbook open. Your answer sheets are not scored by machine but individually graded by an examiner and returned to you with your grade. Any questions incorrectly answered are marked with the page of the textbook for restudy.

The minimum acceptable grade for a course is 3.2. If you make a lower grade on any assignment, that assign-

ment is returned to you so that you can work on it again.

When you successfully complete a course, you will receive a Certificate of Satisfactory Completion, and an appropriate entry will be made on page 4, "Navy Occupation and Training History" in your service record.

If you are a Reservist on inactive duty, retirement point credits will be granted on successful completion of a course. Retirement points are not given, however, for courses taken while on active duty, or for courses completed while on annual training duty or during drill periods.

If you want to take a course (and you are on active duty) see your division officer or your Education officer and ask for Form NavPers 977, "Application for Enlisted Correspondence Course."

If you are a Reservist on inactive duty, request Form NavPers 977 from your naval district commandant or naval reserve training center.

Each application must be endorsed by the appropriate officer who has charge of the applicant's service record, and forwarded to U.S. Naval Correspondence Center, Bldg. RF, U.S. Naval Base, Brooklyn 1, N.Y.

In addition to the following courses available to enlisted men, the *Uniform Code of Military Justice* (NavPers 10971), an officer correspondence course, is also available to enlisted personnel.

Title of Course	NavPers No.	Applicable to Following Ratings in Particular
General Courses		
The Bluejackets' Manual	91205	All non-rated personnel
Yaur Navy	91208	All rates and ratings
Ship Activation Manual	91215	BT, EM, EN, FC, FN, FP, FT, GM, MM, TM, and strikers.
Basic Courses		
Mathematics, Vol. 1	91219	AD, AE, AF, AG, AK, AL, AM, AN, AO, CM, CN, CT, DM, DN, EM, ET, FC, FP, FT, HN, IC, ME, MM, MR, OM, PM, SN, SO, SV, TN, and strikers.
Mathematics, Vol. 2	91220	AD, AE, AF, AG, AL, AK, AM, AN, AO, CM, CN, CT, DM, DN, EM, ET, FC, FP, FT, HN, IC, ME, MM,

Title of Course	NavPers No.	Applicable to Following Ratings in Particular
		MR, OM, PN, SN, SO, SV, TN, and strikers.
Advanced Mothematics, Vol. 1	91221	AT, DM, FT, and strikers.
Blueprint Reading and Layout Wark	91223	AD, AE, AM, AO, BT, BU, CE, CM, CN, DC, DM, EM, EN, ET, FC, FP, FT, GM, IC, IM, ME, ML, MM, MN, MR, OM, PM, SV, SW, TD, TM, UT, and strikers.
Electricity	91225	AE, AL, AO, AT, CE, CM, CN, CT, EM, EN, ET, FC, FN, FT, GM, IC, MA, MM, MN, MR, RD, RM, SO, TD, TE, TM, and strikers.
Use of Tools	91228	AD, AM, AN, AO, BT,

Title of Course	NavPers No.	Applicable to Following Ratings in Particular
		BU, CD, CE, CM, CN, DC, DM, EM, EN, ET, FC, FN, FP, FT, GM, IC, IM, ME, ML, MM, MN, MR, OM, SV, SW, TD, TM, UT, and strikers.
Basic Machines	91230.....	CM, DM, FC, FT, GM, MN, MR, TD, TM, and strikers.

Nonrated Courses

Seaman	91240.....	SN, SA, SR.
Fireman	91500.....	FN, FA, FR, SR.
Constructionman	91562.....	CN, CP, CR, SR.
Intraduction to Aircraft	91601.....	AN, AA, AR, SR.
Stewardsman	91691.....	TN, TA, TR.

Group I, Deck

Baatswain's Mate 3	91242.....	Strikers for BM3.
Baatswain's Mate 2	91243.....	BM3.
*Baatswain's Mate 1	91244-1.....	BM2.
*Chief Baatswain's Mate	91245-1.....	BM1.
Carga Handling	91247.....	BM and strikers.
Quartermaster 1	91251.....	QM2.
Chief Quartermaster	91252.....	QM1.
Intraduction to Communications	91254.....	CT, QM, and strikers.
Visual Communication Topics	91255.....	AC, QM, and strikers.
Manual for Buglers	91257.....	QM and strikers.
Sanarman 3	91259.....	Strikers for SO3.
Sanarman 2	91260.....	SO3.
Sanarman 1, Val. 2	91262.....	SO2.
Chief Sanarman, Val. 2	91264.....	SO1.
Radarman 3	91266.....	Strikers for RD3. Also AC, AL.
Radarman 2	91267.....	RD3. Also AC, AL.

*Enlisted personnel who have completed earlier editions should enroll for the new course.

Group II, Ordnance

Tarpedaman's Mate 3	91300.....	Strikers for TM3.
Tarpedaman's Mate (E) 3	91301.....	Strikers for TM3.
Tarpedaman's Mate 2	91302.....	TM3.
Tarpedaman's Mate (E) 2	91303.....	TM3.
Tarpedaman's Mate 1	91304.....	TM2. Also GM, MN.
Chief Tarpedaman's Mate	91306.....	TM1.
Gunner's Mate 3, Val. 1	91309.....	Strikers for GM3.
Gunner's Mate 2, Val. 1	91311.....	GM3.
Gunner's Mate 2, Val. 2	91312.....	GM3.
Gunner's Mate 1	91313.....	GM2.
Chief Gunner's Mate	91314.....	GM1.
Fire Controlman 3, Val. 1	91316.....	Strikers for FT3.
Fire Controlman 3, Val. 2	91317.....	Strikers for FT3.
Fire Controlman 2, Val. 1	91318.....	FC3 and FT3.
Fire Controlman 2, Val. 2	91319.....	FC3 and FT3.
Fire Controlman 2, Val. 3	91320.....	FC3 and FT3.
Fire Controlman 1, Val. 1	91321.....	FC2 and FT2.
Chief Fire Controlman, Val. 1	91323.....	FC1 and FT1.
Electricity for Fire Controlmen and Fire Control Technicians, Val. 1	91326.....	FC, FT, IC, and strikers.

Electricity for Fire Controlmen and Fire Control Technicians, Val. 2	91327.....	FC, FT, and strikers.
Mineman 3	91334.....	Strikers for MN3.
Mineman 2	91335.....	MN3.

Group III, Electronics

Electronics Technician 3	91373.....	Strikers for ET3. Also
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Title of Course	NavPers No.	Applicable to Following Ratings in Particular
		RM, CT, AL, TD, and strikers.

Group IV, Precision Equipment

Instrumentman 3	91382.....	Strikers for IM3.
Instrumentman 2	91383.....	IM3.
Instrumentman 1	91384.....	IM2.
Opticalman 3, Val. 1	91387.....	Strikers for OM3. Also IM.
Opticalman 3, Val. 2	91388.....	Strikers for OM3.

Group V, Administrative and Clerical

Teleman	91400.....	TE and strikers.
Navy Mail	91401.....	TE and strikers.
Radianman 3	91402.....	Strikers for RM3. Also CT.
Radianman 2	91403.....	RM3. Also CT.
Radianman 1	91404.....	RM2.
Chief Radianman	91405.....	RM1.
Intraduction to Radio Equipment	91406.....	RM, TE, and strikers.
Starekeeper 3	91430.....	Strikers for SK3.
Starekeeper 2	91431.....	SK3.
Starekeeper 1	91432.....	SK2.
Chief Starekeeper	91433.....	SK1.
Commissaryman 3	91440.....	Strikers for CS3.
Commissaryman 2	91441.....	CS3.
Commissaryman 1	91442.....	CS2.
Chief Commissaryman	91443.....	CS1.
Bakers' Handbaak	91444.....	CS, SD, and strikers.
Ship's Serviceman 3	91446.....	Strikers for SH3.
Ship's Serviceman 2	91447.....	SH3.
Ship's Serviceman 1	91448.....	SH2.
Chief Ship's Serviceman	91449.....	SH1.
Navy Editor's Manual	91456.....	JO and strikers.

Group VI, Miscellaneous

Lithographer 3	91472.....	Strikers for LI3.
Lithographer 2	91473.....	LI3.
Printer 3	91477.....	Strikers for PI3.
Printer 2	91478.....	PI3.

Group VII, Engineering and Hull

Bailerman 3	91511.....	Strikers for BT3. Also MR.
Boilerman 2	91512.....	BT3.
Engineman 3, Val. 1	91516.....	Strikers for EN3.
Engineman 3, Val. 2	91517.....	Strikers for EN3.
Engineman 2, Val. 1	91518.....	EN3.
Engineman 2, Val. 2	91519.....	EN3.
Electrician's Mate 3	91523.....	Strikers for EM3. Also IC and strikers.
Electrician's Mate 2	91524.....	EM3. Also ET, MR, and strikers.
Metalsmith 3	91533.....	Strikers for ME3. Also BT, IC, MI, MR, PM, and strikers.
Metalsmith 2	91534.....	ME3. Also BT, IC, ML, MR, PM, and strikers.
Metalsmith 1	91535.....	ME2. Also BT, MR, and strikers.
Chief Metalsmith	91536.....	ME1. Also BT, MR, and strikers.
Pipe Fitter 3	91538.....	Strikers for FP3.
Pipe Fitter 2	91539.....	FP3.
Damage Controlman 3	91543.....	Strikers for DC3. Also PM and strikers.
Damage Controlman 2	91544.....	DC3. Also PM and strikers.

Title of Course	NavPers No.	Applicable to Following Ratings in Particular
Damage Controlman 1	91545	DC2. Also PM.
Chief Damage Controlman	91546	DC1.
Group VIII, Construction		
Surveyor 3	91563	Strikers for SV3.
Construction Electrician's Mate 3	91568	Strikers for CE3.
Construction Electrician's Mate 2	91569	CE3.
Driver 3	91573	Strikers for CD3.
Driver 2	91574	CD3.
Chief Driver	91576	CD1.
Mechanic 3	91578	Strikers for CM3.
Mechanic 2	91579	CM3.
Builder 3	91583	Strikers for BU3.
Builder 2	91584	BU3.
Steelworker 3	91588	Strikers for SW3. Also BU.
Steelworker 2	91589	SW3. Also BU.
Steelworker 1	91590	SW2.
Chief Steelworker	91591	SW1.
Utilities Man 3	91593	Strikers for UT3.
Utilities Man 2	91594	UT3.

Group IX, Aviation

Aircraft Electrical Systems	91607	AT, AE, and strikers.
Advanced Work in Aircraft Electricity	91608	AO, AE, and strikers.
Aviation Electrician's Mate, Vol. 1	91610	AE, AM, and strikers.
Aviation Electrician's Mate, Vol. 2	91611	AE and strikers.
Aircraft Materials	91616	AM and strikers.
Aircraft Welding	91617	AM and strikers.
Aircraft Metal Work	91618	AM and strikers.
Aircraft Structures	91620	AD, AM, and strikers.
Aircraft Hydraulics	91624	AM and strikers.
Aircraft Instruments	91627	AD, AE, and strikers.
Aircraft Engines	91628	AD and strikers.

Title of Course	NavPers No.	Applicable to Following Ratings in Particular
Aircraft Fuel Systems	91630	AD and strikers.
Aircraft Propellers	91631	AD and strikers.
Flight Engineering	91632	AD and strikers.
Aircraft Armament	91634	AO and strikers.
Aircraft Fire Control	91635	AO and strikers.
Aircraft Munitions	91637	AO and strikers.
Aircraft Turrets	91638	AT, AO, AE, and strikers.
Parachute Rigger, Vol. 1	91640	PR and strikers.
Parachute Rigger, Vol. 2	91641	PR and strikers.
Aircraft Survival Equipment	91642	PR and strikers.
Aerology, Vol. 1	91644	AC, AG, QM, and strikers.
Aerology, Vol. 2	91645	AC, AG, QM, and strikers.
Photography, Vol. 1	91647	JO, LI, PH, and strikers.
Photography, Vol. 2	91648	JO, LI, PH, and strikers.
Aviation Supply	91653	AB, AD, AE, AK, AL, AM, AO, AT, PR, TD, and strikers.
Aviation Boatswain's Mate, Vol. 1	91654	AB and strikers.
Aviation Boatswain's Mate, Vol. 2	91655	AB and strikers.

Group X, Medical

Handbook of the Hospital Corps	91666	HM and HN. Also DN and DT.
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Group XI, Dental

None

Group XII, Steward

Steward 3	91692	Strikers for SD3.
Steward 2	91693	SD3.
Steward 1	91694	SD2.
Chief Steward	91695	SD1.

Navy Mutual Aid Association Reopens Officer Membership

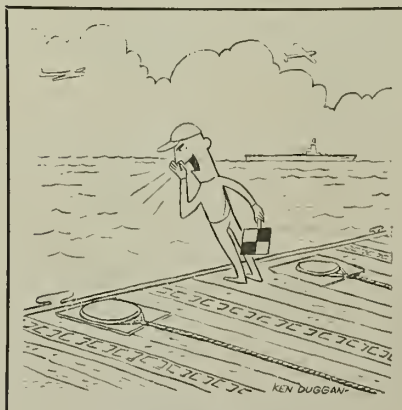
The Navy Mutual Aid Association has reopened membership for permanently commissioned officers and warrant officers who are not over 45½ years of age and have completed seven years active duty in commissioned or warrant rank with the Regular Navy, Marine Corps and Coast Guard.

The association is a mutual benefit association controlled entirely by Navy, Marine Corps and Coast Guard officers. It has served officers and their dependents for three-quarters of a century.

It now has a membership of more than 10,000 and assets of approximately \$24,000,000. A \$7,500 benefit is offered at an exceptionally reasonable rate. The Association provides service to beneficiaries of deceased members in prompt submis-

sion of various claims for Government pensions, compensation, insurance, social security and burial benefits.

Interested officers may address inquiries to the Navy Mutual Aid Association, Navy Department, Washington 25, D. C.



"You're coming in too low."

Hot Weather Problems Discussed in New Course

A new officer's correspondence course, *Hot Weather Engineering*, is now being offered by the U. S. Naval Correspondence Course Center.

The new course is specifically designed to familiarize Civil Engineer Corps officers with engineering practices in desert and jungle environments. Survival under adverse weather conditions is discussed and construction problems peculiar to the tropics are outlined.

Regular and Reserve officers, chief petty officers and qualified enlisted men are eligible to take the course.

Enlisted men other than chief petty officers must have an endorsement on their application from their CO stated whether or not that they are considered potential officer material.

Conversion Training Program Aids Fire Controlmen To Qualify for Change to FT

Fire controlmen (FC) — whose rating is presently being absorbed by the fire control technician rating (FT) — can get help in qualifying for the FT rating through a "conversion training program." This is a 28-week course designed to teach the fire controlman (FC) the things he needs to know to become a full-fledged FT.

Established at the Electronics School at Treasure Island, Calif., this program provides training in electronic and radar fundamentals and in maintenance of fire control radar. Those who successfully complete the training have their rating changed from FC to FT, retaining the same pay grade.

Eligible for assignment are FC2s, FC3s and, in certain cases, FC1s. When FC2's and FC3's are not available to fill quotes, FC1's may be substituted. It is preferable, however, that FC1s complete the 44 week FT (B) School at the Washington, D. C. Naval Receiving Station.

Classes convene every two weeks. Requests for assignment by men on sea duty should be submitted via the chain of command to the appropriate service force commander (Atlantic or Pacific). Men on shore duty within the continental naval districts should submit requests to the Chief of Naval Personnel (Attn: Pers B212).

Previously established methods by which FCs may change rating to FT are by:

- Request plus a recommendation by their commanding officer and successful passing of the service-wide competitive examination for FTs.

- Advancement from FC in one pay grade to FT in next higher pay grade — based upon passing the service-wide competitive examination for FTs.

- Successful completion of the course of instruction in either of the Fire Control Technician's Schools.

The FC rating will be disestablished on 1 July 1955. By that date all FCs will have been required to change their rating. It is to the advantage of all FCs to change their rating as quickly as possible. Why? First, the amount of additional preparation for advancement increases

WAY BACK WHEN

Fueling at Sea

Fueling at sea, one of the Navy's most common 'tween ships operations, is a fairly recent development. Using this method, a fleet — through its fleet oilers — is able to operate for extended periods thousands of miles from its base.

Before fuel oil was first passed at sea, however, USN ships were passing coal from ship to ship while underway. The first instance of ships passing coal while underway is provided by USS *Marcellus*, a collier, and USS *Massachusetts* (BB 2). In this operation, which took place in the fall of 1899, the battleship took the collier in tow and crewmen rigged stout trolley lines (a cableway) across the 400-foot gap between the battleship's stern and the collier's bow. Canvas coal bags were then attached to trolley blocks to ride the cableway. In an evolution resembling a breeches buoy rescue today, the coal was trundled from the collier to the battleship. Twenty two tons of coal were passed in an hour.

By 1913, coal-passing at sea had been speeded up nearly fourfold. In an about face from the earlier method, the collier, this time USS *Cyclops*, took the battleship, USS *South Carolina* (BB 26), in tow. As the ships steamed into the seas at from seven to eight knots, the hard-working sailors handled up to 83 tons of coal hourly.

But about this time the increased use of oil — at the expense of coal — showed a need for transferring fuel oil at sea. In 1913 — as a result of recommendations by the Atlantic Torpedo Fleet commander, a test was conducted by USS *Arethusa*, an early oiler, and USS *Warrington* (DD 30). During this test, first in which fuel oil was transferred to an "oil burner," the ships steamed at 8.5 knots and, using the astern method, handled up to 3000 gallons an hour.

It wasn't long before the bigger ships began to get in on the act. A test held in 1915 saw *Cyclops* taking USS *Wyoming* (BB 32) in tow. A one-inch steel cable spanned the 400-foot gap between the two ships and to this was attached a five-inch hose. Within eight minutes the end of the hose was passed from the collier, along the supporting cable and to the battleship's bow where it was coupled up and oil began to flow. Little oil was passed because this was only a test and *Wyoming* was still a coal burner. The timeliness of this test is pointed out by the fact that the following year the Navy's first "all-oil-fuel" capital ships — USS *Nevada*



(BB 36) and USS *Oklahoma* (BB 37) were commissioned.

The following year, 1916, saw fueling at sea accomplished by the broadside method for the first time. Destroyers *O'Brien* (DD 51) and *Fanning* (DD 37) were the fuel-receiving ships. USS *Jason*, the fueler, towed the two DDs abreast, one on each side. Average delivery rate to each DD was 14,150 gallons an hour.

In May 1917, USS *Maumee* (AO2), fueled a division of destroyers in mid-Atlantic. Instead of being re-fueled in an "astern" method, the destroyers were fueled in an "alongside" operation — one of the first. The ship being fueled rode to a 10-inch manila line running from its own bow to the oiler's bow. Also helping to keep the destroyer in position were breast lines rigged fore and aft from the destroyer. By today's standards the ships were practically lashed together. (Bow and breast lines are no longer used; it is up to the ship being fueled to keep itself in position by use of its engine and rudder.)

In the *Maumee* operation of 35 years ago, the ships steamed at four knots (to maintain steerageway) and the seas were taken beam-on with the smaller destroyers in the lee. Each of the destroyers was fueled in about two hours and was able to connect up within 15 minutes from the time she moved into position — excellent time under the then-existing conditions. Using two three-inch hoses they took fuel oil aboard at the rate of from 30,000 to 40,000 gallons an hour. Destroyers today receive fuel oil aboard at a rate three or four times as fast. And most ships can connect up its hose less than five minutes after moving into position on the fleet oiler.

for the higher FT pay grades. Second, if the change in rate is not completed within the allowed time (indicated by a table in Circ. Ltr. 98-50 (NDB,

January - June 1950)), reenlistment in the FC rating will not be permitted and a man's service career will be jeopardized.

Navymen Earn Social Security Benefits While in Service

Did you know that as a Navyman you get Social Security credits just as if you were working in a civilian job which paid you \$160 a month? A new law recently passed by Congress gives Social Security credits to every man who served at least 90 days on active duty after 25 July 1947 and prior to 1 January 1954 and is not dishonorably discharged.

What is Social Security anyway?

In a nutshell, Social Security is a plan whereby a small amount of a working man's monthly wage is de-

ducted and set aside for him by the government. Unlike most money, which is quickly spent and forgotten, this money comes back to him in the form of *old-age benefits* when he reaches the age of 65. If he should die, the benefits are paid to his survivors as *survivors benefits*.

That's how Social Security works for the average working civilian. For you, the Navyman, the government has made certain other provisions. Basically, the government guarantees you continued Social Security

"coverage" while you're in the service.

It also guarantees that should you die while in service, your widow or other dependent will get certain Social Security survivor's benefits.

Why is the government doing this?

Primarily, it is doing it because the new law is intended to prevent military service from depriving those persons who generally work in jobs where money is taken out of their pay for Social Security of the credits to which they normally would have been entitled had they not left their civilian jobs. Of course, if the job you held in civilian life paid more than \$160 a month (the figure on which a Navyman's benefits are based), your monthly military service Social Security credits will be somewhat smaller than your civilian-job credits.

In addition to providing for this coverage in your behalf while you are on active duty, the law gives temporary protection to Navyman who never worked in a Social Security-covered job before coming into the service. The length of time this protection remains in force depends on the length of your active military service. It is expected that by the time this temporary protection runs out, a Navyman who leaves the service will have re-established his eligibility by going to work in a job covered by Social Security.

Since the new law is actually an extension of a former law which provided Social Security benefits for World War II veterans, the coverage includes all persons who have served on active duty in the armed forces for at least 90 days anytime from 16 Sept 1940 thru 31 Dec 1953, and who were not dishonorably discharged. Any Navyman who has not served his 90 days but who is discharged earlier for disability or injury incurred or aggravated while in service, qualifies too.

It applies whether the veteran is now alive or dead, whether he died in the service or out, or whether death occurred during World War II or since.

Eligibility for benefits is not affected either by any pension or by compensation paid to the veteran or

WHAT'S IN A NAME

Mystery of the Third Wasp

uss *Wasp* (CV 18), which figured in the news last April when she was in a mid-Atlantic collision that resulted in the sinking of *uss Hobson* (DMS 26), is the second aircraft carrier and the seventh vessel to bear the name *Wasp*.

The first *Wasp*, a Revolutionary War eight-gun schooner of the Continental Navy, was blown up by Americans in November 1777 to keep her from falling into enemy hands.

The second vessel with this name, an 18-gun ship, was captured by the British during the War of 1812.

The third—but we'll come to her later.

The fourth, formerly the iron sidewheel steamer *Emma Henry*, was attached to the South Atlantic Squadron (1865-1876) and cruised the coasts of Uruguay, Paraguay and Argentine Republic, protecting American interests. She was condemned and sold in 1876 to a civilian purchaser.

The fifth, formerly the yacht *Columbia*, served as a blockader of Spanish ports in the West Indies during the Spanish-American War (1898). She was decommissioned in December 1919 and sold in November 1921.

The sixth *Wasp*, the first aircraft carrier to bear the name, was the CV-7 built in 1940. She was sunk by a U. S. destroyer after being severely damaged by enemy torpedoes off the Solomons on 15 Sept 1942.

The seventh *Wasp*, and present CV-18, was completed late in 1943. The ship originally was being built as *uss Oriskany*, but following the loss of CV-7 the new vessel was redesignated *Wasp*. The name *Oriskany* was given to another carrier, CV-34, which was commissioned in 1950.

(Ed. note: Until recently, historical records of ships bearing the name *Wasp* had included a private yacht taken over by the Navy on 3 Nov 1918. Since this craft was merely on loan to the Navy and never actually com-



missioned as a naval vessel, the Navy's Ships' History Branch has revised records accordingly to delete this vessel from the *Wasp* history. Originally, this craft had been considered as the sixth vessel to perpetuate the name.)

But to return to *Wasp* No. 3. She was an 18-gun ship built in 1813 at Newburyport, Mass. On 28 June 1814, under command of Master Commandant Johnston Blakely, she captured *HMS Reindeer* (18 guns) after a brief but severe fight which brought the commanding officer the thanks of Congress and a gold medal.

This same *Wasp* on 21 Sept 1814 took as a prize the British dispatch brig *Atalanta* (eight guns) and sent her with a prize crew on board to a U. S. port. The *Atalanta* reached Savannah on 4 Nov 1814, bringing the last direct word from the *Wasp*. A subsequent report from the Swedish brig *Adonis* revealed that the *Wasp* had boarded her on 9 Oct 1814, in latitude 18° 35' N, longitude 30° 10' W, and that the *Wasp* was standing for the Spanish Main. But no further word was ever received of the ship.

his survivors by the Veterans Administration.

However, Social Security benefits will *not* be payable if there are any other Federal benefits payable to the veteran or his survivors which are based on the same period of military service. This includes such Federal retirement benefits as Civil Service, Navy retirement benefits and those paid by the Railroad Retirement Board. It also applies to disability as well as non-disability retirements and also to cases in which retired pay is waived by the individual concerned. Retired personnel may, of course, gain eligibility for Social Security benefits through civilian employment engaged in before or after the period of service on which the retired pay is based.

Social Security benefits are based upon a system of "wage credits". For each calendar month or part of a month that the veteran served on active military duty between 16 September 1940 and before 1 January 1954 he is given a wage credit of \$160, just as if he had been working in a job covered by the Social Secu-

rity law at that wage rate. The same credit is given regardless of the rank of the veteran. These credits are essential in determining whether the serviceman and his family are eligible for benefits and if so, the amount of benefits they will receive.

The wage credits are dealt with in units called "quarters of coverage". A quarter of coverage is a three-month period beginning January 1, April 1, July 1 and October 1 of each year. To obtain wage credits the person covered must earn at least \$50 a quarter, either from working in a job covered by the law or allowed as a result of active military service.

Since an eligible veteran is credited with \$160 for any full or partial month of active service (or \$480 a quarter) any service in a part of a quarter will result in a full quarter of coverage.

The amount of your old-age benefit or survivor's benefit depends on your over-all average monthly wage credit under the Social Security Act, or \$160 a month for your time in service.

The new law has now made it possible for many persons to receive Social Security benefits based on naval service alone. This has resulted from the extension of the time period in which wage credits for active duty may be earned.

Since 40 quarters (10 years) of coverage are required to make the recipient "fully insured" for life, many Navymen who have continued on active duty since September 1940 are already fully insured." On this basis, benefits may be payable to you or your survivors either at the time you reach the age of 65 or at the time of your death in the case of your survivors—provided this service time is not used for Navy retirement.

Your Social Security credits will continue if you enter employment under the Social Security law soon after you are discharged from service but will then be based on the amount of wages you earn as a civilian.

The following explanation of Social Security benefits is meant for those Regular Navymen and Naval Reservists who do not intend to take advantage of the Navy retirement system but leave the service to go into civilian employment.

Old-Age Benefits

If you are insured under Social



"O.K., break it up! Haven't you ever seen a girl before?"

Security at the age of 65 you will be eligible for monthly retirement benefits. After you start drawing these retirement payments, your wife too can get a monthly old-age benefit when she in turn reaches 65. Her payment is one-half the amount of your old-age benefit.

Your unmarried children under the age of 18 will receive payments equal to one-half the amount you are drawing at the age of 65.

Survivor's Insurance

Payment of insurance to your eligible survivors is determined by the amount of your old-age benefit. However, the total monthly payments to your family cannot be more than 80 per cent of your average monthly wage credits.

If you die while fully insured under Social Security, a lump sum death payment may be made to your widow, or to the person who paid your burial expenses. The lump sum payment is three times what your monthly benefit would have been for old-age retirement.

Your widow can be paid monthly benefits regardless of her age if she has in her care a child of yours under the age of 18. These mother's benefits are three-fourths of the amount your old-age benefit would have been.

Also, your surviving children under 18 years old are eligible for monthly payments if you were fully insured under Social Security. Each child receives one-half of your old-age benefit rate and an extra one-fourth is divided equally among all the children. In the event you leave but one surviving child, he or she

Red Jet Fighter Shot Down By Propeller Driven Plane

The first enemy jet to be shot down by a U. S. propeller driven aircraft is credited to two Marine pilots from the aircraft carrier *USS Sicily* (CVE 118).

Marine pilots Captain J. G. Folmer, USMC, and L. Daniels, USMC, were flying *F4U Corsair* fighters of the Checkerboard Squadron from *Sicily*, on a bombing mission over North Korea when four jet fighters suddenly jumped them.

Describing the encounter, Lieutenant Daniels said, "The jets were on us before we had a chance to dump our 500 pound bombs, but Folmer and I managed to turn and get a good burst of machine-gun fire into them as they attacked us from above and behind. I turned to see if they were still on my tail and saw one jet burst into flames and crash."

There is evidence that a British pilot, flying a propeller-driven *Sea-fury*, previously destroyed an enemy jet plane in Korea.

HOW DID IT START

Naval Station

Frequently the question arises as to whether a particular shore activity of the Navy is a "naval station." As in the case of many Army installations that are neither "forts" nor "arsenals," so there are many naval shore activities that are not "naval stations."

The Rules, Regulations and Instructions for the Naval Service of 1818 did not mention "naval stations" but it did give in detail the duties of a "Commandant of a Navy yard." In Navy Regulations (1841), however, an entire chapter was added on the subject of "The Commander of a Port or Coast Station." These "ports" or "coast stations" later became "naval stations" (commands of such importance that they rated a "commanding officer").

The 1865 edition of Navy Regulations indicates that a "naval station" was a command of great importance that sometimes included several activities. These regulations authorized an officer to command both a naval station and a navy yard.

Navy Regulations (1870) shows a change in the organization of "naval stations" providing for "Port Admirals." "Port Admirals" in general were assigned duties previously assigned to "commanding officers" of naval stations. The office of "Port Admiral" disappeared in Navy Regulations (1893).

All of the above regulations indicate that naval line officers of high rank would normally be expected to command a naval station and that such stations were considered to be complete activities (with medical officers, supply officers, and so on) requiring the exercise of command to run them.

The first official definition of a "naval station" appeared in General Order No. 135, 6 Dec 1911, which states: "A naval station is any establishment for building, manufacturing, docking, repair, supply or training under the control of the Navy. It may include several such establishments."

Navy Regulations (1920) defined a "naval



station" as follows: "A naval station is the location of a particular form of naval activity, and may or may not form part of a naval base." This article was removed from Navy Regulations (1920) by Change No. 20.

Present regulations on the subject, Article 0782(2) of U.S. Navy Regulations, 1948, defines "naval station" as "a naval activity on shore, having a commanding officer, and located in an area having fixed boundaries, within which all persons are subject to naval jurisdiction and to the authority of a commanding officer."

To qualify as a "naval station" as defined by this article, a naval activity on shore, among other things must: (1) have a "commanding officer" (as distinguished from an "officer in charge," which generally means an officer assigned the responsibility of directing special units under the direction of a "commanding officer"); (2) be located in an area having fixed boundaries (this excludes officers in command of an activity such as the "Superintendent of the Naval Radio Service"); and (3) all persons in the area must be subject to naval jurisdiction (not necessarily naval "court-martial" jurisdiction) and to the immediate authority of the commanding officer.

are used and counted the same as wages in civilian employment, they will not be credited until you apply for retirement benefits or when an application is filed by your survivors after your death. It is not necessary for you to apply for a Social Security account number merely for this purpose until a claim is actually filed.

However, it would be an excellent idea for you to let the members of your family read this and to point out to them the importance of contacting the nearest field office of the Social Security Administration if anything should happen to you. It would also be smart for you to put a reminder of this with your insurance policies for safe-keeping.

The Social Security Administration has field offices located conveniently throughout the country. If there's no field office in your town, your postmaster can give you the address of the nearest one. These offices furnish free necessary assistance in filing claims for retirement or survivor's benefits. The field office will be glad to answer your questions or to explain your rights. Take advantage of the service it offers.

Enlisted Men Selected For Warrant Officers Appointments

The appointment of 138 enlisted men to temporary warrant officer grade (W-1) to rank from 1 Sep 1952 has been announced by the Navy.

The group chosen was the first in the fiscal 1953 warrant officer appointment program (beginning 1 July 1952) and brings to about 2300 the number of temporary appointments made since October 1950.

Selections were made from a warrant officer selection board study of approximately 6000 service records and PO1 and CPO evaluation reports of Regular Navy and Naval Reserve personnel on active duty with six years' service, and under 35 years of age on 1 Jan 1952.

Most of the 138 WO selections were made in the following classifications: 20 gunners in codes 721 and 723 and 25 acting pay clerks, code 798.

When vacancies occur in the various W-1 classifications during the fiscal year, additional appointments will be made from a list of approximately 850 more eligible enlisted men.

gets three-fourths of your old-age benefit rate.

If you are fully insured under Social Security at the time of your death, your widow will also receive a monthly survivor's benefit when she reaches the age of 65. This benefit amounts to three-fourths of what your old-age benefit rate would have been had you lived to collect it.

Dependent parents of those who leave no widow, widower or child who can become eligible for monthly benefits, may also receive monthly payments when they reach the age

of 65. These payments are also equal to three-fourths of your old-age benefit rate.

Old-Age or Survivor's Insurance benefits are not automatic. You or your survivors must file an application for them. Application for old-age benefits may be made any time after you are 65 although payments are retroactive for six months only. Application for lump sum death benefits must be made by your survivors within two years from the date of your death.

Although military service credits

New Chart Shows How You Stand on Shore Duty Eligibility List

BuPers receives numerous queries about individual standing on the SDEL and the date orders to shore duty can be expected. Since it is impracticable to ascertain the date any one man can expect orders to shore duty, ALL HANDS publishes semi-annually a tabulation of the Bureau's Shore Duty Eligibility List. This is done to give each man on the list an idea of his relative standing.

At the present time, about 2000 men monthly are ordered to a normal tour of Bureau-controlled shore duty.

Though the following tabulation (seventh to appear in ALL HANDS) gives you an idea of your standing, you can't nail the time of your being ordered ashore right down to the week or month. There are too many variables such as need for men of your rate and your choice of locations. The accompanying table was tabulated as of 1 Sept. 1952.

New requests for placement on the SDEL and the assignment of men from the list to shore duty mean a constant change in the over-all shore duty picture. Consequently, the following information should be considered only as a general guide. Correspondence to the Bureau regarding this tabulation is *not* desired.

Even though their names may be on the list, men in the following categories are not included in the figures on the tabulation.

- Those presently ashore for duty

of less than one year's duration.

- Those serving ashore outside the continental U. S. with dependents on station who have not completed a normal tour for the area as prescribed by BuPers Circ. Ltr. 74-50 (NDB, January-June 1950).

- Those with less than six months on board since return from a naval school.

- Those undergoing instruction at a naval school on a returnable or non-returnable quota.

- Those with less than six months on board a newly constructed or re-activated vessel.

- Those being held by BuPers for screening of jackets pending assignment or processing.

Not included in the tabulation are more than 700 men whose names are on the SDEL, but whose enlistments *as indicated on their shore duty request cards* have expired. As a matter of information, men on the SDEL who have not been ordered to a normal tour of shore duty prior to the expiration of enlistment will remain on the SDEL. (Because of the present involuntary extensions of enlistments and the many career men on the list). However, *these names will not be considered further until those concerned advise BuPers of their present permanent duty station, rate, new expiration of enlistment date, NJC, and marital status.*

In screening service jackets of men

on the SDEL for transfer to shore duty, it is noted that there are many men who have not kept the Bureau informed of their current status. This is required by para 4. d., Part 1, BuPers Circ. Ltr. 36-50. Failure to keep BuPers informed brings about an unnecessary delay in sending out your orders.

Here are three good points to remember in connection with the Bureau's SDEL.

- Qualified men may be on both the SDEL and the Bureau's Instructor List at the same time.

- You can officially request to have your name removed from the SDEL at any time without penalty. Say, for example, that you are at an overseas base, have requested an extension of your overseas tour and have requested the Bureau to take your name off the SDEL. A few months before the end of your extended tour you resubmit an SDEL application. Your name will go right back in the same relative place on the list. Reason: the date your sea duty began hasn't changed.

- Indicate on your card any special qualifications you may have, such as shown by the Diver or Special Program (9900 series) job codes.

The official round-up on the Bureau's sea shore rotation policies is contained in BuPers Circ. Ltr. 36-50 (corrected) (NDB, January - June 1950).

STATUS OF SHORE DUTY ELIGIBILITY LIST AS OF 1 SEPTEMBER 1952

Rating	NUMBER OF YEARS CONTINUOUS SEA DUTY SINCE LAST TOUR ASHORE													
	14 and Above		12 to 14		10 to 12		8 to 10		6 to 8		6 and Below		Grand Totals	
	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO
BM	4		1		3	6	2	10	3	20	46	617	59	653
QM	6		5		17	2	14	36	3	53	35	320	80	411
RD			2			1			1	5	17	372	20	378
SO					2	1		2	1	1	13	120	16	124
TM	4		2		9	4	1	14	4	11	16	44	36	73
GM	7		5		12	30	5	90	2	100	26	495	57	715
FC					2	1	1	9	2	7	22	93	27	110
FT	1					3	1	4		2	19	36	21	45

Rating	NUMBER OF YEARS CONTINUOUS SEA DUTY SINCE LAST TOUR ASHORE													
	14 and Above		12 to 14		10 to 12		8 to 10		6 to 8		6 and Below		Grand Totals	
	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO
MN								1			1		1	1
ET					1				1		11	49	13	49
IM			3						1	1	2	7	6	8
CM		1					2	2	4	1	3	7	9	11
TE	1							1	1	3	8	113	10	117
FM	2		2		2	2	2	1	3	4	11	415	22	422
YN											23	47	23	47
PN											2	35	2	35
SK										2	36	143	36	145
DK											5	28	5	28
CS	1			1		1		5	2	7	22	180	25	194
SH			1			1		5		21	35	853	36	880
JO							1				3	5	4	5
PI											2	37	2	37
LI												11		11
IM											2	1	2	1
SN-SA										2		593		595
MM	25	1	22	1	109	20	45	74	20	102	45	589	265	787
EN	9		2		10	3	7	13	8	13	26	240	62	269
MR					1		3	2			3	25	7	27
BT	34	5	22	4	54	41	15	127	9	72	39	361	173	610
EM	5		2		6	2	1	6		11	10	184	24	203
IC	1		2		3		2	2		5	3	27	11	34
ME	1		1		3	2	4	7	2	7	12	183	23	199
FP			2		7	6	2	9	3	14	4	161	18	190
DC	1				1	1	1	3		2	15	69	18	75
PM									1			2	1	2
ML	1					1		1	1		3	8	5	10
FN-FA												219		219
SV												3		3
CE											1	6	1	6
CD											1	8	1	8
CM	1						1				3	10	5	10
BU						1			1	1	2	29	3	31
SW					3			1	3		8	17	14	18
UT					3		1				6	19	10	19

NUMBER OF YEARS CONTINUOUS SEA DUTY SINCE LAST TOUR ASHORE														
Rating	14 and Above		12 to 14		10 to 12		8 to 10		6 to 8		6 and Below		Grand Totals	
	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO	CPO	Below CPO
CN-CP												1		1
SD	1	1	1	6		7	1	18	1	44	10	206	14	282
AVIATION RATINGS														
TN-TA						1		1		21		234		257
AD	1		4		6	3	12	9	17	8	347	382	387	402
AT					1		2		1	1	25	29	29	30
AL	3		5		18		19	4	20	13	92	110	157	127
AO					9	2	11	16	15	20	154	274	189	312
AB										2	8	152	8	154
AE					2		2	1	1		24	72	29	73
AM			1		1	1	3	3	6		55	107	66	111
PR								3		4	8	46	8	53
AK								2	1		4	40	5	42
AF-PH									1	1	3	39	4	40
AN-AA												25		25
	109	8	85	12	285	143	161	482	138	581	1271	8488	2049	9724

Latest Motion Pictures Scheduled for Distribution

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Brooklyn, N. Y., is published for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in September.

New listings of motion pictures available from the Navy Motion Picture Exchange are carried in ALL HANDS from time to time.

Scaramouche (1980) (T): Adventure; Stewart Granger, Eleanor Parker.

Captain Blood (1981): Drama; Errol Flynn, Olivia DeHavilland.

Jumping Jacks (1982): Comedy; Dean Martin, Jerry Lewis.

Fearless Fagan (1983): Comedy; Janet Leigh, Carleton Carpenter.

Maltese Falcon (1984): Melodrama; Humphrey Bogart, Mary Astor.

Island Rescue (1985): Drama; David Niven, Glynis Johns.

Happy Time (1986): Melodrama; Charles Boyer, Bobby Driscoll.

Carrie (1987): Drama; Laurence Olivier, Jennifer Jones.

Sergeant York (1988): Drama; Gary Cooper, Walter Brennan.

One Minute to Zero (1989):

Drama; Robert Mitchum, Ann Blyth.

Anthony Adverse (1990): Melodrama; Frederic March, Olivia DeHavilland.

Lost in Alaska (1991): Comedy; Bud Abbott, Lou Costello.

Story of Robinhood (1992): Adventure; Richard Todd, Joan Rice.

Army Bound (1993): Drama; Stanley Clements, Karen Sharpe.

Les Miserables (1994): Drama; Michael Rennie, Debra Paget.

Dreamboat (1995): Comedy; Clifton Webb, Ginger Rogers.

Don't Bother to Knock (1996): Melodrama; Richard Widmark, Marilyn Monroe.

Ivanhoe (1997) (T): Drama; Robert Taylor, Elizabeth Taylor.

Death of a Salesman (1998): Drama; Frederic March, Mildred Dunnock.

Untamed Frontier (1999): Western; Joseph Cotton, Shelley Winters.

World in His Arms (1000) (T): Adventure; Gregory Peck, Ann Blyth.

Hour of Thirteen (1001): Drama; Peter Lawford, Dawn Addams.

QUIZ AWEIGH ANSWERS

QUIZ AWEIGH is on page 9.

- (b) 4. The crew consists of a coxswain, engineer, and two deck hands. Used for other purposes, such as for liberty parties, on LCVP can be handled by two men.
- (a) 36 men or 8100 pounds of cargo.
- (b) Mechanics.
- (a) Utilities men.
- (c) An infra-red communications device. It is both the sender and receiver.
- (b) For night ship-to-ship signaling. It is similar in operation to a device used on rifles called the "sniperscope" that shoots out an infra-red beam which illuminates the target and reflects the target image in the rifle telescope.

Living Conditions in Iceland Are Summarized for Personnel Ordered to Duty on IDF Team

What are living conditions like in Iceland for the Navyman and his dependents? Here is a report on the conditions the bluejacket who receives orders to duty with the Iceland Defense Force will find.

The IDF, incidentally, is a unified command. Its headquarters staff personnel consists of an equal number of Army, Navy and Air Force officers and enlisted men. U. S. forces are in Iceland by agreement with the Icelandic Government as a part of the North Atlantic Treaty Organization to provide defense of this strategic North Atlantic area. Headquarters staff and major units are located at Keflavik (pronounced kay-flaw-veek) airport, 35 miles from Reykjavik (pronounced ray-kyah-veek), the capital city.

To be sure, few enlisted men are

assigned to duty in Iceland. Navy units there consist of one Fleet Air Service Squadron, assigned for training and operational purposes, one service craft used to transport fuel for the IDF units and the small complement of enlisted personnel provided for IDF headquarters staff and the Naval Shipping Control Office in Reykjavik.

Since government housing is not available to dependents, ordinarily, it has been the practice to assign enlisted men without dependents to the IDF command for only a 12-month tour of duty. Should Navy men with dependents be assigned to this duty, however, here is the situation they would face if they wished to have their dependents with them.

Automobiles — You are advised not to bring your automobile if ordered to Iceland. Other than the streets of the larger towns, there are only nine miles of paved roads on the island. Winter driving is difficult and rural driving is considered hazardous.

Housing — No U.S. Government housing is available to dependents of enlisted personnel. Suitable living quarters are hard to find and very expensive. When apartments are available in Reykjavik, examples of monthly rental costs are:

- Five rooms, unfurnished, kitchen, bath, \$200. Light and heat, \$50 extra.
- Four rooms, unfurnished, kitchen, bath, heat and telephone, \$200. Light \$10 extra.
- Three rooms, unfurnished, kitchen, bath, \$100. Light and heat \$35 extra.
- One room, semi-furnished, heated, kitchen, bath, light, \$80.

Personnel are advised to bring silverware, dishes, kitchen utensils, bedding, linens, curtains, and a washing machine. All furniture and supplies for a small child should be brought. These are almost impossible to obtain locally.

Commissary — A commissary is operated at Keflavik airport and another by the U.S. Legation in Reykjavik on a non-profit basis. The cost of foodstuffs purchased locally is very high. The unofficial price index is over 400 on the basis of 1939 price index equal to 100.

Education — No school has been established for children of American service personnel. The language bar-

rier makes it very difficult if not out of reach of English-speaking children.

Electricity — If you plan to bring electrical appliances it will be necessary to purchase transformers in the United States to convert the electric current in Reykjavik from 220 volts A.C., 50 cycle to 110 volts A.C. All electric sockets are four-prong, British-type plug. Also bring a supply of such plugs into which the flat type used in the U.S. can be inserted. These cannot be procured locally.

Rate of exchange — The legal rate of exchange after the devaluation on 19 Mar 1950, is Kr. 16:32 equal to \$1.

Much has been done to further good relations between American servicemen and the Icelanders. Iceland has an important position in the NATO family of nations.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, Navacts, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 46 — Requests applications from qualified enlisted men for the NROTC college-training program.

No. 47—Advises men discharged from the Army or Air Force who subsequently enlist in the Navy or Marine Corps that they must submit application for mustering out pay to the Army or Air Force rather than Navy or Marine Corps.

BuPers Instructions

No. 1000.1—Contains instructions governing the utilization of Navy bands and orchestras.

No. 1085.5 — Makes changes regarding issuing Identification Cards to Navy personnel.

No. 1120.8—Establishes policies and procedures for submitting appli-

SONGS OF THE SEA



Ten Thousand Miles Away

Sing ha! for a brave and gal-lant ship,
And a fair and faving breeze,
With a bul-ly crew and a cap-tain tao,
Ta car-ry me a-ver the seas,
Ta car-ry me a-ver the seas, my boys,
Ta my true lave far a-way,
I'm taking a trip on a Government ship
Ten thou-sand miles a-way!
Then blow, ye winds, heigh-ah!
A rav-ing I will go,
I'll stay na mare an Eng-land's shore,
Ta hear the mu-sic play
I'm off on the morn-ing train
Ta crass the rag-ing main,
I'm tak-ing a trip on a Government ship,
Ten thousand miles a-way!

—Old Farecastle Song

cations for appointment to ensign and LTJG in the Optometry, Pharmacy and Medical Allied Sciences sections of the Medical Service Corps, U. S. Navy.

No. 1210.3—Tells how to put officer qualification codes on duty orders.

No. 1301.6—Brings up-to-date directives for procuring, accounting for and administering naval officers assigned duty with the Army or Air Force.

No. 1306.10—Gives policy for assignment to duty and duty rotation for enlisted women.

No. 1331.2—Requests applications from Regular and Reserve junior officers, male, unrestricted line and LDO categories (except aviation classifications), for duty with the Naval Security Group in Washington, D. C.

No. 1336.1—Outlines procedure for submitting requests for recruiting duty.

No. 1412.4—Outlines procedures to be followed by commanding officers in regard to temporary appointments and promotions of Regular and Reserve officers.

No. 1418.6—Establishes the schedule for service-wide competitive exams for pay grades E-4, E-5, E-6 and E-7 for 1953 and gives eligibility requirements and procedures for administering the tests.

No. 1426.1—Outlines qualifications and procedures to be followed by Regular Navy ensigns prior to permanent promotion to LTJG.

No. 1510.7—Directs the attention of all commanding officers to excessive number of ineligible candidates being received for enlisted service

schools and reiterates the eligibility requirements for such schools.

No. 1520.4—Requests applications from Regular and Reserve officers, male, unrestricted line or LDO (aviation classifications excluded) for a six-month course at the Deep Sea Diving School, Naval Gun Factory, Washington, D. C.

No. 1520.5—Informs line Ensigns and LTJGs, usn, commissioned from the NROTC program, what courses of instructions they may take, even though they have not yet been selected for a career status.

No. 1540.2—Gives requirements for enlisted men who wish to apply for submarine duty.

No. 1560.1—Brings up to date the information on the Navy's Information and Education program.

No. 1626.2—Concerns service record entry in the case of an absentee or deserter.

No. 1760.1A—Summarizes reemployment rights for enlistees and Reservists serving on active duty.

No. 1761.2—Announces distribution of a new pamphlet, "Your Insurance Status," which acquaints veterans with government life insurance.

No. 1761.3—Describes how active duty in the naval service relates to possible Social Security benefits.

No. 1920.1—Outlines resignation and recall policies affecting Naval Reservists after release from active duty. No significant change here from last directive on the subject, BuPers Circ. Ltr. 101-52.

No. 4631.1—Brings up to date the procedures to be used by Navy personnel and their dependents using MSTs transportation.

No. 5211.2—Concerns inserting a "Roster of Officers" in ships' smooth deck logs.

BuPers Notices

No. 1050 (1 Oct 1952)—Gives policy granting of Christmas leave.

No. 1085 (17 Sept 1952)—Contains a correction to "Navy Occupation and Training History" (Nav-Pers Form 601).

No. 1085 (30 Sept 1952)—Emphasizes that smooth deck logs should be classified "Restricted" rather than "Confidential."

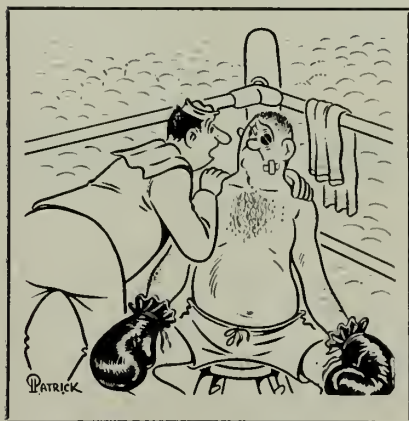
No. 1741 (29 Sept 1952)—Relates to National Service Life Insurance special dividend of 1951. Form for application is now obsolete.

'Old 84' Logs in 18 Nolos At NAS Ream Field, Calif.

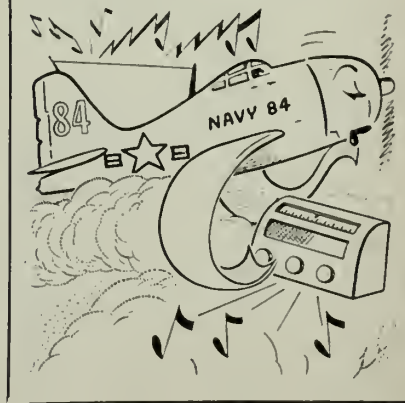
"Old 84," a radio-controlled F6F Hellcat of Utility Squadron Three at NAS Ream Field, Calif., is the squadron's prize exhibit. She is dubbed "old" because of her 18 missions or "nolos." Before this radio-controlled plane got hot, 15 "nolos" had stood as top performance. A "nolo" is "an individual drone flight without a safety pilot, controlled from a remote ground ship, or airborne control station."

She and several sister "drones" play a key role in UtRon Three—serving the fleet for gunnery exercises. They are used in all phases of aerial attack on surface vessels. Simulating battle conditions, the ships fire away as the drones make dummy torpedo runs, dive-bombing strikes and horizontal bombing runs. The target planes operate with conventional-type lead planes that guide them through their runs.

Though a full-size plane, no pilot is assigned "Old 84" because of her radio-controlled nature. A controller in the accompanying plane or at a radio control "fox cart" on the field puts her through her paces. Top-man with such an aircraft is the plane captain, the plane's No. 1 maintenance man. What with his charge always getting shot at and subject to such a notably short life, it would seem that a drone's plane captain would be a worried man. But Airman William K. Carson, usn., "Old 84's" skipper, takes it all in stride. He just points to the 18 chevrons on her fuselage and says, "They haven't got the old girl yet."



"Next round, lead with your port, feint with your starboard, then let him have it amidship."



DECORATIONS & CITATIONS



NAVY CROSS

"For extraordinary heroism in action against the enemy . . ."

★ BURCHICK, Thomas A., HM3, USN: Corpsman in the first platoon of a Marine infantry company attached to the First Marine Division in the vicinity of Inje, Korea, on 29 May 1951. When two men were wounded by enemy fire, Burchick ran through automatic-weapons, grenade and small-arms fire to their aid. After administering to their wounds he aided four marines who were within close range of the enemy's guns. With the action again halted by a squad left to fight a delaying action and three more of the platoon members struck down, Burchick ran to their aid through a hail of grenades thrown from hostile positions. Despite a painful wound sustained by a bursting grenade, he advanced to within a few feet of the bunkers and dragged the wounded out of range. With no cover whatever from heavy mortar and small-arms fire, Burchick treated them and other casualties of his unit until the objective had been secured.

★ HOVATTER, Donald J., HM3, USN (posthumously): A corpsman attached to a Marine infantry company in Korea on 29 May 1951. When the company was suddenly subjected to an intense volume of enemy fire during an attack against a heavily defended hostile position, Hovatter boldly made his way from one wounded man to another to administer first aid. Observing a casualty lying in an exposed position on a forward slope, he immediately rushed to the assistance of the stricken man in the face of withering enemy machine-gun fire. Although seriously wounded en route, he bravely struggled across 100 yards of open terrain to reach the Marine. Despite intense pain, he continued to administer aid to the casualty until he himself was mortally wounded.

★ PARKER, Waller J., HM3, USNR: Corpsman attached to a Marine infantry company, First Marine Division near Yudamni, Korea, on 29 Nov 1950. With the platoon reinforcing a friendly unit in defense of a strategic ridge during a strong enemy night attack, Parker moved through a hail of fire to aid six critically wounded men. He boldly administered treatment to the casualties while fully exposed to heavy enemy fire and supervised their evacuation to a position of comparative safety. Despite a painful

face wound sustained early in the action, he moved among the men in total darkness and sub-zero weather, administering to casualties while exposed to close-range hostile fire throughout six consecutive enemy attacks. Unable to perform his duties while wearing gloves, he continued to work in the bitter cold until his hands became severely frost bitten. When the medical supplies were expended, he constantly spoke words of encouragement to the wounded while keeping them as comfortable as possible. Seizing a weapon during one particular violent enemy assault, Parker assisted in defending the stricken men in his charge and, although seriously wounded a second time when nearing the end of the night-long engagement, gallantly refused aid for himself until all the casualties had been evacuated.

★ TROMBLY, Alfred D., HM3, USN: Corpsman with a rifle company attached to the Second Battalion, Seventh Marines, First Marine Division, in East Central Korea on 8 June 1951. Although the company was ordered to seek cover after being subjected to an extremely heavy mortar and artillery attack while crossing open, exposed terrain, Trombly braved a vicious hail of shells and shrapnel to treat the many casualties. While thus engaged, he received multiple crippling wounds in one leg from flying grenade fragments. However, he crawled from man to man to give first aid. When the hostile fire increased, Trombly threw himself over the bodies of two wounded comrades to shelter them. Again seriously wounded he persisted in administering treatment, refusing evacuation and aid for himself until all other wounded personnel had been treated.

NUC for Communication Unit

U. S. Naval Communication Unit No. 35 has been awarded the Navy Unit Commendation for "distinguished service . . . in support of military operations during the Korean Campaign from 26 June to 1 Nov 1950."

The citation states that the Unit "displaying exceptional skill and untiring efforts, . . . rendered service vital to the success of operations in the Korean theater and contributed immeasurably to the over-all accomplishment of the mission of the United States Fleet Activities, Yokosuka, Japan."



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ BUMGARNER, Perry E., HM1, USN, serving in the First Marine Division on 13 Sept 1951.

★ BURRIER, Paul A., HM2, USNR, attached to a Marine Infantry Company on 16 June 1951.

★ GRAHAM, William W., HM3, USN, serving with a Marine Infantry Company on 3 Dec 1950.

★ HAYES, Mark, Jr., DT2, USN, serving with a Marine Amphibian Tractor Battalion on 7 Nov 1950.

★ MOORE, Edwin C., LT, (missing-in-action), officer-in-charge of Helicopter Unit 21 on 8 Feb 1952.

★ NORTHCOTT, Thomas V., HMC, USN, serving in the First Marine Division on 21 Sept 1950.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States . . ."

★ FARRELL, Joseph A., Jr., CAPT, USN, Chief of Staff to Commander Task Force 95 from 27 Sept 1950 to 21 June 1951.

★ WILKINSON, Kenneth S., LT, USNR, pilot of a helicopter from February through April 1951.

Gold star in lieu of second award:

★ RICKOVER, Hyman G., CAPT, USN, Chief of the Naval Reactors Branch, Division of Reactor Development, U. S. Atomic Energy Commission, and as Director of the Nuclear Power Division of the Navy Bureau of Ships, from March 1949 to July 1952.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

★ BAGGETT, Reuben S., AO1, USN (missing-in-action), while serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

★ BAILEY, William C., ENS, USN, while serving in Attack Squadron 115 from 6 August to 19 Oct 1950.

★ BARKER, Raymond H., ENS, USN, while serving in Attack Squadron 115 from 5 August to 19 Oct 1950.

* BEAVERS, Robert A., ENS, USN, while serving in Attack Squadron 55 from 5 August to 22 Oct 1950.

* BROOMHEAD, Marvin S., ENS, USNR (missing-in-action), while serving in Fighter Squadron 194 on 8 Feb 1952.

* DEGOEDE, John, LTJG (then ensign), USN, while serving in Attack Squadron 115 from 5 August to 19 Oct 1950.

* DITTMAR, William D., LTJG (then ensign), USN, while serving in Attack Squadron 115 from 6 August to 19 Oct 1950.

* FOSTER, Paul R., AD1, USN (missing-in-action), while serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* GATES, Clark H., CDR (then lieutenant commander), USN, while serving in Carrier Air Group Five, from 29 July to 15 Nov 1950.

* GERGEN, Francis G., LTJG, USNR (posthumously), while serving in Fighter Squadron 53 on 11 Jan 1952.

* GLAUSER, Clarence J., LT (then lieutenant (jg)), USN, while serving in Attack Squadron 55 from 3 July to 2 Oct 1950.

* GOODMAN, William B., SDC, USN, while serving in Air Transport Squadron 21 Detachment from 4 Oct 1950 to 25 Jan 1951.

* GORSLINE, Samuel G., Jr., LT (then lieutenant (jg)), USN, while serving in Attack Squadron 55 from 3 July to 2 Oct 1950.

* HAMILL, Jerome E., LTJG (then ensign), USN, while serving in Fighter Squadron 113 from 6 August to 9 Nov 1950.

* HODGSON, Judd C., LTJG., USNR, while serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* HUMISTON, Leslie R. T., AMC, USN (posthumously), while serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* JACKSON, Billie G., LT (then lieutenant (jg)), USN, while serving in Attack Squadron 55 from 3 July to 12 Oct 1950.

* JOHNSON, Richard L., ENS, USN, while serving in Attack Squadron 115 from 6 August to 17 Oct 1950.

* KINGERY, Samuel G., ENS, USN, while serving in Fighter Squadron 114 from 6 August to 17 Oct 1950.

* KRAUSE, Robert N., LT (then lieutenant (jg)), USN, while serving in Attack Squadron 115 from 6 August to 19 Oct 1950.

* LAKE, Jarrett T., Jr., LCDR, USN, while serving in Attack Squadron 115 from 5 August to 19 Oct 1950.

* LORANGER, Donald, LTJG, USN, while serving in Attack Squadron 115 from 5 August to 29 Oct 1950.

* MAY, Harry L., LTJG (then ensign), USN, while serving in Attack Squadron 115 from 5 August to 19 Oct 1950.

* MITCHELL, John L., AOC, USN (posthumously), while serving in Patrol

Squadron Six from 8 July 1950 to 28 Jan 1951.

* NEIGER, Ralph E., ENS, USN, while serving in Attack Squadron 115 from 5 August to 19 Oct 1950.

* NELSON, Frederick L., LTJG (then ensign), USN, while serving in Attack Squadron 115 from 6 August to 17 Oct 1950.

* NORDYKE, Cutlar J., ENS, USN, while serving in Attack Squadron 115 from 6 August to 19 Oct 1950.

* NUSSBAUMER, John J., ENS, USN, while serving in Attack Squadron 115 from 5 August to 19 Oct 1950.

* PRICE, Allen B., ENS, USN, while serving in Attack Squadron 115 from 6 August to 19 Oct 1950.

* PROFILET, Leo T., ENS, USN, while serving in Attack Squadron 115 from 5 August to 19 Oct 1950.

* RODRIGUEZ, Manuel, Jr., AL3, USN, while serving in Patrol Squadron 47 from 2 July to 15 Nov 1950.

* ROSENFELD, Sam, LT, USNR (missing-in-action), while serving in Patrol Squadron Six from 8 July 1950 to 28 Jan 1951.

* ROSS, Jack W., LTJG, USN (posthumously), while serving in Fighter Squadron 114 from 6 August to 15 Oct 1950.

* SHELDON, George M., LTJG, USN, while serving in Attack Squadron 115 from 5 August to 19 Oct 1950.

* STERRETT, Bailey D., Jr., LTJG (then ensign), USN, while serving in Attack Squadron 55 from 5 August to 22 Oct 1950.

* THARP, Paul F., AT 1, USN, while serving in Air Transport Squadron 21 Detachment from 4 Oct 1950 to 25 Jan 1951.

* THORNBURG, Thomas H., ENS, USN, while serving in Fighter Squadron 113 from 6 August to 17 Oct 1950.

* VILLANUEVA, Xavier V., ENS, USN, while serving in Attack Squadron 115 from 6 August to 19 Oct 1950.

* WALLACE, Edwin S., Jr., ENS, USN, while serving in Fighter Squadron 113 from 5 August to 17 Oct 1950.

* WHITTLESEY, Eugene H., LTJG (then ensign), while serving in Fighter Squadron 33 from 10 Oct 1950 to 19 Jan 1951.



"For heroic or meritorious achievement or service during military operations . . ."

* COLLUM, William J., Jr., CDR, USN, CO of *uss Theodore E. Chandler* (DD 717) from 7 Sept 1950 to 11 Mar 1951.

* CUDD, Montie H., BMG3, USNR, serving in *uss Tacoma* (PF 3) on 11 Aug 1951.

* DAVIS, Robert W., LT, DC, USNR,

attached to the First Marine Division on 29 May 1951.

* DAY, Harry E., CAPT, USN, serving as Captain of the Yard and Operations Officer, Fleet Activities, Yokosuka, Japan, from 25 June 1950 to 12 July 1951.

* DELAUNE, Jerry R., HM3, USN, attached to a Marine Artillery Battery on 6 and 7 Dec 1950.

* DEMAIIO, James, Jr., SA, USN, serving in *uss Redhead* (AMS 34) on 12 Oct 1950.

* DITOMMASO, Joseph, GMC, USN, serving in *uss Missouri* (BB 63) from 16 Sept 1950 to 28 Mar 1951.

* FIELDING, Frederick A., CDR, SC, USN, on the staff of Commander Service Division 31 from 27 July 1950 to 29 Mar 1951.

* FINN, James J., BMC, USN, serving in *uss Philippine Sea* (CV 47) from 5 Aug 1950 to 25 May 1951.

* FLETCHER, Miller W., HN, USN, serving with the First Marine Division on 6 and 7 Dec 1950.

* FOOTE, Arthur G., BM2, USN, serving as coxswain of an LCM on 17 Dec 1950.

* FORD, Lewis M. D., CDR, USN, serving in *uss Bataan* (CVL 29), from 15 Dec 1950 to 16 Apr 1951.

* GAMBLE, Dean C., HN, USN, serving with a Marine Medical Battalion on 6 and 7 Dec 1950.

* GEORGE, John E., LCDR, USN, serving in *uss Fort Marion* (LSD 22) on 15 Sept 1950.

* GLASSEY, Allen J., GM3, USN, attached to Underwater Demolition Team One from 15 to 26 Oct 1950.

* GOHLKE, Karl R., ET1, USN, serving in *uss Missouri* (BB 63) from 16 Sept 1950 to 28 Mar 1951.

* GOYETTE, Emmanuel T., CAPT, USN, CO of *uss Comstock* (LSD 19) from January through May 1951.

* HAINES, Preston B., Jr., CDR, USN, CO of *uss Maddox* (DD 731) from 5 Sept to 19 Oct 1950.

* HANSEN, Virgil P., GMC, USN, serving in *uss Mount Katmai* (AE 16) from 18 Aug 1950 to 28 Feb 1951.

* HARBARGER, Wayne B., Jr., LTJG, USN, serving in *uss Rochester* (CA 124) from 26 June 1950 to 17 Jan 1951.

* HARDER, Ervin J., DDC, USN, serving in *uss Mount Katmai* (AE 16) from 18 Aug 1950 to 28 Feb 1951.

* HAVARD, Gentle, RM2, USN, attached to *UTMS Prasae* from 8 to 13 Jan 1951.

* HOHNHAUS, George Wm., BM1, USN, attached to Underwater Demolition Team One from 15 to 26 Oct 1950.

* HORVATH, John J., ADC, USN, attached to *uss Philippine Sea* (CV 47) from 5 Aug 1950 to 22 Mar 1951.

* HUFFMAN, Donald E., CHBOSN, USN, serving as Military Sea Transportation Service representative from 6 Nov to 6 Dec 1950.

* JACKSON, George R., LT, USN, serving in Fighter Squadron 52 from 3 July to 10 Nov 1950.

BOOKS: HISTORY AND HUMOR ARE ON FALL READING LIST

AMONG THE VOLUMES now finding their way to ship and shore library shelves, you'll find a liberal sprinkling of books written both by and for Navymen. Here are reviews of some of the latest, chosen by the BuPers library staff:

• *Smith's London Journal*, by H. Allen Smith; Doubleday and Company.

Here's a humorous book, obviously a take-off on *Boswell's London Journal* which appeared a year or so ago. Like the *Boswell's* book, this volume has a dust jacket bearing the legend "Now first published from the original manuscript."

Smith, who will be remembered for such books as *Lost in the Horse Latitudes* and *Low Man on a Totem Pole*, sailed for merrye olde England to soak up culture. From cricket games to Tallulah Bankhead press conferences (wherein Talluo stood on a chair, quaffing champagne from her slipper), to various British pubs, H. Allen makes the rounds. He lampoons the British version of the English language (even includes a "glossary" as an appendix) and occasionally gibes at his own countrymen.

All in all, it's a jolly good book. If

you like H. Allen Smith, the book is for you. Good show and all that sort of thing.

* * *

• *East of Eden*, by John Steinbeck; The Viking Press.

East of Eden is a novel of life in Salinas, Calif. For the most part it is the story of Adam Trask—his unhappy childhood, his days in the service, his return to civilian life and his marriage. Interwoven are the tales of his brother, Charles, the wife, Kate, and the blacksmith.

To say that all is not smooth-sailing for Adam would be an understatement, but it would take too many paragraphs to sketch even a bare outline of the plot here.

If you like your novels long, involved, pithy, Steinbeck is for you. A good book for the long winter reading.

* * *

• *Fleet Admiral King — A Naval Record*, by Fleet Admiral Ernest J. King, usn, and Commander Walter M. Whitehill, usnr; W. W. Norton and Company.

This book — to be published November 21 — is an account of the life of the former Commander-in-Chief U.S. Fleet and Chief of Naval

Operations. After a few introductory chapters on Ernest King's background and boyhood, the volume traces his naval career which began when he entered the Naval Academy in 1897 and continued throughout World War II, with the admiral serving well beyond the statutory retirement age.

Written in the third person, the document tells of King's participation in allied conferences ranging from the Roosevelt-Churchill meeting at Argentina in 1941 through the Potsdam Conference in 1945. Virtually every page reveals King's devotion and sense of duty to the Navy.

Young salts, to whom Admiral King is scarcely more than a legend, will enjoy this book just as much as older salts who were in the Navy when King was COMINCH-CNO. *Fleet Admiral King* is written in a straightforward, readable manner. It's a must.

* * *

• *Fun in the Water*, by Commander Bob Winston usnr; June, Osborn, Foster and Smith.

This is a folksy, somewhat whimsical book which tells you how you can get more enjoyment out of swimming.

It is not merely a "how to swim" book, however, although it does include a number of hints for better swimming techniques. It expounds on the virtues of underwater fishing—for fish and for fun—with emphasis on good use of the swimmer's mask and harpoon.

The book will provide many a sailor with food for thought—especially if he is stationed in an area where he can enjoy this type of hunting.

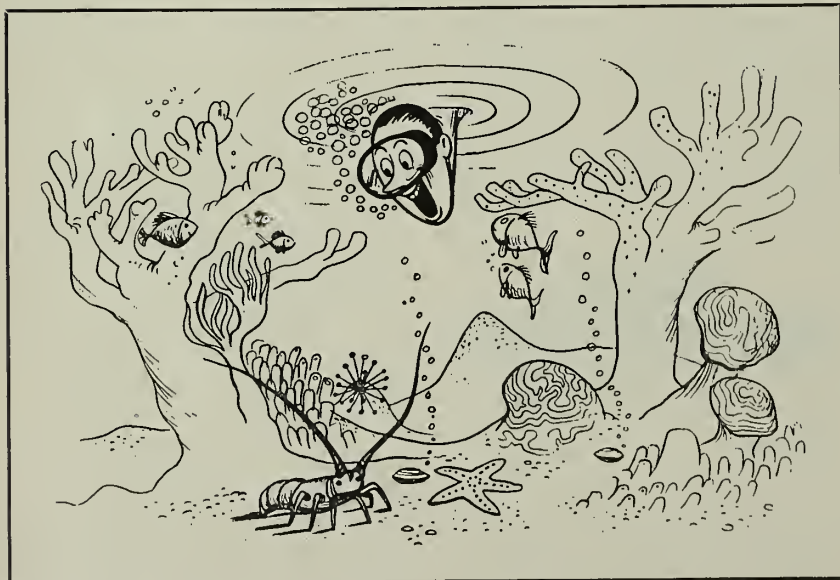
Written in a light, breezy style—with excellent illustrations by Eric Gurney—*Fun in the Water* should hit the spot.

* * *

• *Naval Terms Dictionary*, by Commander John V. Noel, Jr., usn; D. Van Nostrand Company.

Commander Noel has compiled an up-to-date handbook of American naval terms, from A to Zulu.

It is one of the most complete works of its kind, including not only the older terms which are still in use in the modern navy but the more common terms which are still unfamiliar to many men in the naval service.



FISH'S EYE VIEW — One of the many drawings in *Fun in the Water* shows the interesting sights seen when you swim with your eyes open.

NAVY WAYS IN OLD SAILING DAYS

Things were not so different then as you might think. Ships had sails instead of engines, but a man still had to know his trade and follow many of the rules still in effect today . . .

The following text is taken from the book by E. C. Wines, entitled "Two Years and a Half in the Navy", published in 1832.



The life of a Navyman in one of the warships of 150 years ago was different in many respects from the life the bluejacket knows today—but it was surprisingly similar in many ways too.

The modern Navyman, of course, is now more of a "seaman" in the true sense of the word than a "square-knot sailor." Today's boatswain's mate, for example, knows more about rigging lines for 'tween-ship replenishment than about how to rig a jury yard. And the modern sailor is more of a specialist. Today's gunner's mate is more concerned with keeping his mount mechanically perfect than with knowing how to lash it down to keep it in position.

The old-time blacksmith and carpenter's mate ratings have been replaced by today's metalsmith and damage controlman. Hammocks have long since given way to bunks, salt beef and plum duff to steak and potatoes. Coffee is now served instead of grog.

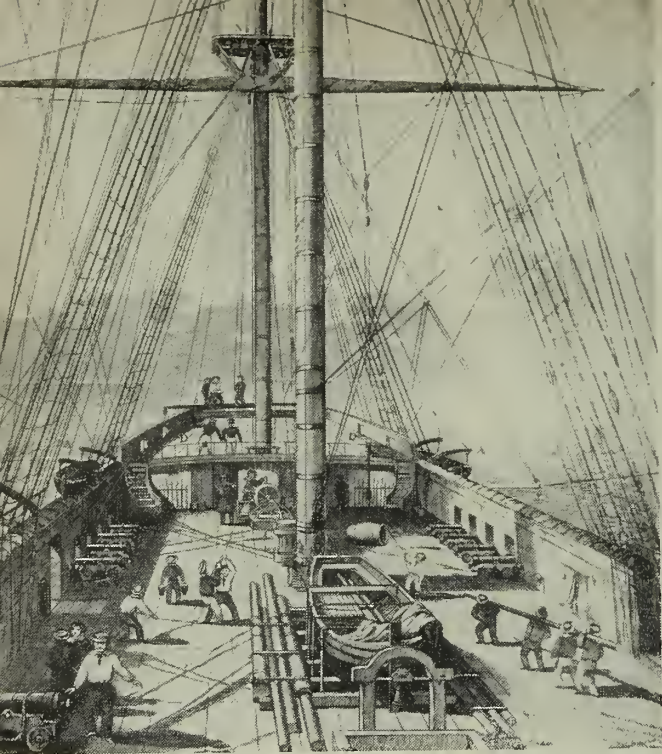
But other things have come down through the years with little if any change. The master-at-arms, although he no longer wields the cat o' nine tails, is still the ship's respected police petty officer. Despite the invention of

the fathometer, quartermasters still have to be skilled at heaving the lead. Marines still must be "half soldier, half sailor" as they were then.

Many such similarities appear in this story, written by a man who was "schoolmaster" on board the frigate Constellation in the 1830's. A schoolmaster's job on a man o' war was to keep the midshipmen up with their studies during the long cruises.

At the time this story was written, Constellation already had gained a considerable reputation. Launched at Boston in 1794, a sister ship of the famed Constitution ("Old Ironsides"), Constellation was part of America's answer to French commerce raiders and the Barbary pirates. Under her able, smoke-eating skipper, Commodore Thomas Truxton, Constellation had blasted and captured a 36-gun French frigate and the following year had slugged it out toe to toe with the 52-gun French warship Vengeance. In an epic battle, Vengeance had escaped but later had to be beached. Constellation had limped back to Norfolk for repairs.

But now the trim vessel was sailing the seas again, one of America's proudest frigates.

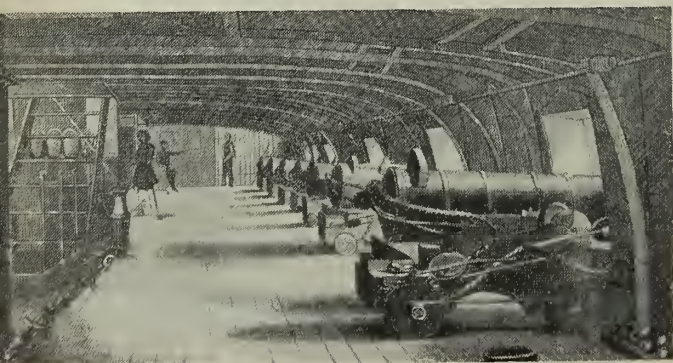


CONSTELLATION did not have superstructure above spar deck, as shown in this view of a British vessel.

THE *Constellation* is a frigate of the second class, mounting forty-four guns. Her whole weight of metal, [i.e. weight of metal that may be fired from her guns] is one thousand and sixteen pounds—her broadside five hundred and eight. She is among the oldest vessels in our navy, and is one of those happy first productions never afterwards surpassed. In the beauty of her hull, she is unequalled by any thing I have ever seen afloat. The easy swell and curvature of the sides, and the general harmony of the proportions are inimitable. The new frigates may present a more war-like appearance, but the monotony of their sides, rising as they do almost perpendicularly from the water to the hammock-nettings, is any thing but graceful or agreeable. In her spars and rigging the *Constellation* is less beautiful than some other of our public vessels.

A frigate has three decks. The upper one is called the spar deck, and this is again subdivided into different parts, each called by its appropriate name. All that part of it from the gangways aft, is denominated the quarter deck.

GUN DECK afforded frigate-men shelter from 'the sun, rain and dews.' Sloops lacked this 'luxury.'



Next to the cabin, this is the most sacred part of the ship. No officer on duty is allowed to appear there unless he is dressed in his uniform, and on ascending to it from below, or in coming over the ship's sides, he is obliged to pay it his respects by touching his hat. I have been reprimanded for walking there in a hot summer's day without a cravat on, and the etiquette of touching the hat is in some instances so rigorously exacted, that midshipmen are suspended or quarantined for neglecting to comply with it.

There are three hatches on the quarter deck, the after one of which belongs exclusively to the superior officers. Near the centre is the capstern [sic], a large wooden cylinder, by means of which the anchor and other heavy weights are raised. The wheel, at which four men are stationed to steer the ship, is just forward of the mizen mast, and in front of it are the binnacles, two upright boxes, in each of which is placed a mariner's compass.

That part of the spar deck forward of the foremast is called the forecastle. This is the favourite haunt of the men. Here they collect on a summer's evening to "spin" their "yarns" and forget their labours in the pleasures of the song and the dance. The blacksmith's shop is always shipped on the forecandle, when any work in that line is to be performed.

On that portion of the spar deck, comprehended between the quarter deck and the forecandle, are stowed all the spare spars, and also at sea all the boats, except one at the ship's stern, and one on each of her quarters. It is called the booms. On the spar deck there are four ladders for the men, two of which are just forward of the gangways, and two just abaft the foremast. Parallel with this deck are six strong platforms, outside of the bulwarks, three on each side of the vessel, opposite the three masts. They are called the fore, main, and mizen chains. The shrouds, stout cable ropes which support the masts laterally, are fastened to them. The ropes which give a fore and aft support to the masts are denominated stays.

The guns on this deck are called carronades, and are all short, except generally two long carronades on the forecandle, and two on the quarter deck. The bulwarks rise to about the height of a common sized man above the spar deck. They terminate in the hammock-nettings, a deep trough nearly encircling the ship, in which the hammocks are stowed during the day. In foul weather the hammocks are protected by a tarred canvas cloth thrown over them, but in fair weather this tarpaulin is rolled up and laid on the top of them, so as to leave them almost entirely exposed. Nothing contributes more to the good appearance of a ship than clean hammocks, neatly stowed.

The grand divisions of the crew are into petty officers, seamen, ordinary seamen, landsmen and boys. This division has reference to rank; but there are others, into which considerations of this kind do not enter. Such are the military divisions, and the divisions into larboard and starboard watches, into forecandlemen, fore, main and mizen-topmen, afterguard, waistlers, holders, etc.

The petty officers are appointed by the commander, and may be degraded by him without the formalities of a court martial. They are selected from among the most experienced and trust-worthy of the seamen, and receive eighteen dollars per month. They consist, on board of a frigate, of a master-at-arms, eight quartermasters, four boatswain's mates, eight quarter gunners, a boatswain's

and gunner's yeomen, a carpenter and sailmaker's mate, an armorer, a cooper, cook and cockswain.

The highest and most responsible of the petty officers is the master-at-arms. He is, if I may be allowed the expression, the principal police officer of the ship. He has charge of all the prisoners, and every morning makes out and hands to the commander a list of their names, with a specification of the crime for which each is confined, and the time when he was put in confinement. If he allows any of them to escape, he is liable to be punished in their stead. He counts the blows audibly when a prisoner is flogged with the cats. It is his duty to search those suspected of thefts, and when a man dies, to take an account of his clothes and other effects. At public sales, he is the auctioneer. He has charge also of the berth deck, and it is his duty to see that it is kept in good order. All property that falls in his way for which he cannot find an owner, is thrown into the "lucky bag," the contents of which, if not finally claimed, are sold at auction.

The office of quartermaster is one of some dignity and considerable importance. Its duties are not laborious, but they require vigilance, carefulness, judgment and a thorough acquaintance with practical seamanship. In port only one of them keeps watch on deck at a time. You may know him by his spy-glass and his busy, bustling air. He is all eye and all locomotion. He cocks his telescope at every new object that appears, and gives it a thorough scrutiny. It is his duty to keep a look out for signals from other ships, and to report them to the officer of the deck; and also to report to him all boats that come along-side, and all other movements and occurrences in the harbour, which he may deem of sufficient importance. At sea, two of the quartermasters are required to be on deck during the day, and half of them at night. One is stationed at the wheel to steer the ship, and the others keep a look out as in port. When the log is thrown, they hold the minute glass. They have to strike the bell every half hour, and take turns in mixing and serving the grog. In entering and leaving a harbour, when it is necessary to sound, one of them is stationed in each of the main chains to heave the lead.

Boatswain's mates are an indispensable class of men on board of a man of war, but their office is the most invidious and least desirable of all. Their duty is to enforce the orders of the officers, and, to enable them to do this, each is furnished with a hemp whip, consisting of only one lash, called the colt. They have to perform all the flogging, and the men hate them therefore as they would so many incarnate devils. In the ordinary flogging the colt is always used, but when all hands are called to witness punishment, another whip, composed of nine lashes and called the cat, is employed. Each of the boatswain's mates has a silver whistle suspended from his neck, with which he echoes the orders of his superiors. He has a different pipe for almost every important order that can be given. For instance, there is one for calling all hands, another for hoisting away, a third for hauling taught and belaying, and so on of others. Amid the darkness and fury of the tempest, when the orders of the trumpet are drowned by the loud uproar of the elements, the shrill pipe of the boatswain's whistle reaches the ear of the sailor on the top of the highest mast, and no language could convey to him a more definite meaning than its well-known tones.



HUSKY SAILORS man the 'capstern' located near the center of spar deck of a typical ship of the period.

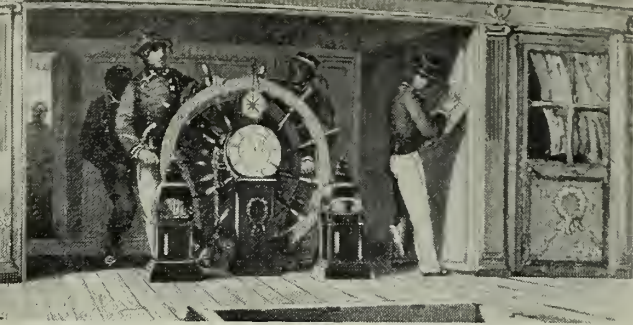
The duty of the quarter gunners is to keep the guns and all other things belonging to the gunner's department in proper order. They have to inspect the guns frequently to see that every thing about them is well secured, and at night report their condition to the officer of the deck every two hours. When all hands are called to reef or furl sails, the quarter gunners and quartermasters are charged with the main yard.

The yeomen and mates of the forward officers have charge of their respective store-rooms, and keep accounts of the expenditures of articles from each of their departments. They make out monthly and quarterly returns of these expenditures, which are handed to the captain, examined by his clerk, and inserted in the general account book.

The armorer is the ship's blacksmith. The cooper opens the provision barrels when their contents are wanted, and performs other matters in his line of business, when necessary. The duties of the cook are somewhat arduous,

SECTION of berth deck known as 'country' is open space in steerage where sailors' hammocks are swung.





WHEEL, manned by four men, is forward of mizen mast. Forward are two binnacles, each with compass.

and it requires a good deal of patience and care to perform them acceptably to the crew. The meals must always be reported "ready" at seven bells, morning, noon and night. At noon, when dinner is reported ready, the cook takes a specimen to the officer of the deck, who inspects it to see that it is properly cooked. The cockswain is designed for the captain's boat, but our commanders sometimes, perhaps generally, give this rank to their steward, and select a quartermaster or other trust-worthy person to perform the duties of cockswain.

There are two other officers, who have not even the rank of petty officers. They are the ship's corporals. They take turns in keeping watch at night on the gun deck, and their duty is to see that no light is burning in any part of the ship, where it is not allowed. They make an hourly report to the officer of the deck.

Having despatched the petty officers, I come now to the rest of the crew, of which the seamen generally compose about one-half. Those of this rank must have seen a good deal of sea service, and are supposed to be thoroughly acquainted with practical navigation. If they are found to be greatly deficient in this respect, they are degraded. They receive twelve dollars per month, and are appointed to the most honourable and responsible stations in the ship. They have a good deal of the pride of profession, entertaining the utmost contempt for all who do not know what salt water and heavy gales are.

The ordinary seamen receive ten dollars per month. They must have had some experience in naval matters, but are neither expected nor required to be finished sailors. Promotions from the rank of ordinary seaman to that of seaman are not unfrequent. The landsmen are as green as a cucumber, having never smelt the ocean, nor been initiated at all into the mysteries of a sea-faring life. Their pay is eight dollars.

Of the boys there are two classes,—those who receive eight dollars, and those who receive five dollars per month. They are employed principally in the capacity of servants to the officers. Two are allowed to the captain besides his steward, one to the first lieutenant, one to every two of the other wardroom officers, and one or two, according to the pleasure of the first lieutenant, to the cockpit, forward officers, and each of the steerage messes. Some are employed as cooks at the galley, and others as messenger boys on the quarter deck. The boys and all others on shipboard, who do not keep watch, are called *idlers*.

On board of a frigate there are six military divisions; one on the quarter deck, one on the forecastle, three on the gun deck, and one on the berth deck. The last is commanded by the purser, and each of the others by a

lieutenant. It is the business of those who compose the purser's division to pass up powder to the combatants. Every officer and man is included in one or the other of these divisions, and is stationed in a particular part of the ship. These are the stations for action, and are called general quarters. The crew is mustered and inspected at quarters always once, and on board many of our ships, twice a day. There are ten or twelve men to each of the guns in a broadside, called first and second captains, spongers [spongers], loaders, powder boys, &c.

The first intimation of quarters is a blast from the bugle, calling the music. The boarders run for their caps, and every man seizes a cutlass. At the first tap of the drum, there is a general rush throughout the ship, and before the music has ceased, you may hear the midshipmen of the divisions calling over the names, George Bell—first captain, sir—James Anderson—second captain, sir—William Stokes—powder boy, sir—and so on. Having called the names, the midshipmen report to the officers of their divisions, the officers of the divisions to the first lieutenant, and he again to the captain. The order is then given to "beat the retreat." Another rush takes place, the cutlasses and boarding caps are returned to their places, and the men, as the case may be, proceed to their daily labours or their evening diversions. All this is but the work of a moment. Sometimes the call to quarters is beaten in the dead of night, and then the men are obliged to get up, lash their hammocks, take them on deck and stow them in the nettings, and be ready to answer to their names in the space of about eight or ten minutes.

In good weather some of the divisions are exercised at the guns almost daily, and on board most of our ships one day in the week there are general quarters for that purpose. On these occasions all the evolutions of a regular engagement, such as loading and firing the guns, boarding, extinguishing fire, &c. are gone through with. All this is of course a mere sham, and not an ounce of gunpowder is burnt; but it gives the men experience, makes them expert at working the guns, and cannot fail to fill them with confidence and bravery in the hour of real peril.

It is to our superior gunnery that we are mainly indebted for the brilliant victories of the late war,—a superiority which the English themselves have never hesitated to allow.

In addition to their general quarters the men are also stationed for getting under weigh and coming to an anchor, for tacking and veering, and for other general evolutions. I have sometimes been astonished to see how quick, in the darkest night, it is discovered that a man is missing from his post, and how speedily he is searched out and brought to it. But not only does every man know his station, he has a specific duty to perform at every order, and a failure on his part might disconcert the whole operation. Thus it will be seen that, notwithstanding the complicated nature of naval evolutions and the apparent confusion which must necessarily prevail when all hands are called, there is in fact the greatest possible order, efficiency and harmony of action.

The whole crew is divided into two equal portions, called larboard and starboard watches, from the fact that those belonging to one of the divisions stow their hammocks in the larboard, and those belonging to the other, in the starboard nettings. When at sea, each of the watches at night takes a turn of four hours on deck, while the

others are allowed to "turn in." Those in their hammocks call it their "watch below." Those, however, who keep watch on deck, when the weather is fair and the ship under easy sail, are allowed to sleep, if they do not disturb the general tranquillity by their ungracious snoring. In port only a quarter-watch is called, except in squally weather, and these are for the most part allowed to stow themselves away somewhere on the gun deck.

The forecastle is the most honourable part of the ship, and therefore the best and most experienced seamen are selected to do duty on it. Next come the tops, in the order of main, fore, and mizen. The afterguard do duty on the quarter deck. They are generally green-horns. They hold the reel when the log is thrown, sweep down the deck when necessary, and keep every thing in order on it. The waisters are likewise for the most part landsmen, and perform the same kind of duties on the gun deck.

The holders have charge of the ship's holds, and are responsible for the order in which they are kept, and to some extent for the stores stowed away in them. Under the direction of the master and master's mate, they attend to getting up spirits, provisions, water, &c. They stow the cables and other parts of the ship's rigging, kept in the main hold. Their duties are perhaps more laborious than those of any other part of the crew, and from a constant habit of stooping whilst at work, they acquire almost the shape of a crescent.

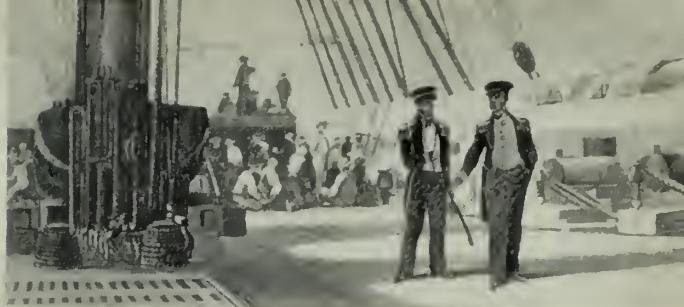
Each of these minor divisions of forecastle-men, topmen, afterguard, waisters, and holders has two captains, a post of some dignity and a good deal of responsibility. In addition to these, the carpenter and sailmaker each has a gang of some eight or ten men, employed almost constantly on work in their appropriate lines of business. There are also gangs of painters, tailors and shoemakers, more or less occupied at different times. The tailors generally find employment enough to keep them cross-legged most of the day.

A marine is a sort of ambidextrous animal—half horse, half alligator. His duties alternate between those of a sailor and soldier.

At sea the marines in succession all do duty as sentries in the following places;—one at the cabin-door, one at the scuttle-butt, one at the brig, and one at the fore-passage on the berth deck. The rest are obliged to pull and haul on the ropes like the sailors, but they are excused from going aloft. In port there are three additional sentries; viz. one at each of the gangways, and another on the bowsprit. During the day, a sergeant's guard, consisting of thirteen, are required to be dressed in uniform, and to remain on the quarterdeck. A marine in uniform must never pass the capstern without paying it his respects; in undress, he is not required to show it more politeness than a sailor.

Grog is served out twice a day, that is, when the hands are piped to dinner and supper. Bread is served out twice a week, and the other parts of the rations daily, immediately on the hands being "turned to" after dinner. Sugar and tea are not parts of the government ration: the men purchase these of the purser. The three standing dishes at sea are salt beef, pork and beans, and *duff*, a heavy indigestible species of plum pudding. In port fresh beef is substituted for salt.

The men are divided into messes of from fifteen to twenty individuals each. Each of the members takes his



OFFICERS in full dress stroll along the quarterdeck. Note hammock-netting atop bulwarks above carronades.

regular turn of doing the duties of a berth deck cook a week at a time. The berth deck cook, so called to distinguish him from the galley cook, receives the daily supply of provisions when it is served out, prepares it for the coopers, and when cooked spreads the table and arranges it for the masticating process. When the meal is concluded, he gathers up the fragments and deposits them in the mess chest.

The ship's messes eat on the gun and berth decks. Their table is nothing more nor less than a square piece of tarred canvas, spread between two guns or mess chests, around which they seat themselves *à la Turque*. The whole of their table furniture consists of a large kid for the principal dish, a few tin cups and basins, and a spoon, knife and fork for each individual. Yet, simple as all this is, princes do not sit down at their tables, groaning beneath a thousand delicacies, with greater contentment, or enjoy their luxurious viands with a higher relish, than those with which the tempest-tost, weather-beaten sailor squats by the side of his greasy tarpaulin, and devours his humble dish of lobscowse or duff.

At sea the men live entirely on salted provisions, unless they have been provident enough to lay in a stock of potatoes. In port, besides the substitution of fresh for salted beef, they are allowed to purchase from the bomb-boats* whatever "fresh grub" they choose and have funds to pay for. Each of the petty officer's messes is allowed to stop two of its rations, and each of the others one, and receive money instead of them. They are also allowed to barter away their rations in any way they please, but no articles of clothing or any thing else charged to them in their accounts.

Some of the men sleep on the gun deck, but most of them on the berth deck. The latter are allowed a space of eighteen inches in width and about nine feet in length. Every man takes care of his own hammock.

* "Bomb-boats are a species of market-boat, allowed to come alongside of the ship only when the men are at their meals," Wines says. The same craft is known today rather as a "bum-boat."—Ed.

MEN GATHER in messing compartment for a bit of fun and relaxation after a long day's work is completed.



TAFFRAIL TALK

ALL HANDS is celebrating two anniversaries this year. Last month marked the tenth birthday of the magazine as most Navy men know it today, while under its former title, the *Bureau of Naval Personnel Bulletin*, the magazine marks its 30th year of existence.

It was in October 1942—in the midst of the first turbulent year of World War II—that ALL HANDS, still carrying the old title, blossomed out in a new, light blue cover with a picture on it. Up to that time, it had been a mimeographed news-letter, with a limited mission and small circulation.

With the magazine's new face, size and print job came a new mission: to present to all naval personnel, officer and enlisted alike, career information and information of general importance concerning their Navy in a clear, concise, readable style.

ALL HANDS' growth is indicated by the fact that the press run allotted for the October 1942 issue was 6500. In a few months, after a popular reception, the Navy decided to distribute it to all ships and stations on the basis of one copy for every ten men—enlisted and officer—on active duty. At present, ALL HANDS' distribution is roughly 100,000.

It is the aim of ALL HANDS' staff to bring to the Navyman between the covers of each issue, a down-to-earth interpretation of all directives and orders which affect his naval life and future career. Pay, promotion, education, leave and liberty, retirement, required periods of active service—these subjects and many others directly affect the career, and hence the morale, of the bluejacket.

Every day, in the two-room ALL HANDS office in the Arlington Annex of the Bureau of Naval Personnel roughly a couple of wheelbarrows-full of information pours in to be sifted, discussed, interpreted, checked and finally processed into the printed word. Additional information is also gathered by the staff itself through field trips, personal interviews and conversations. (The staff, incidentally, also prepares two sister periodicals, "The Naval Reservist," and "Navy Chaplains Bulletin," plus special publications required from time to time.)

To give ALL HANDS the voice of authority, each article or short piece that finds its way into the magazine must survive an elaborate checking that operates both within and outside the office.

Able assistance is given to ALL HANDS by contributors in the field—possibly you or one of your shipmates. Your contributions are welcomed—whether or not you are a journalist, or a PIO or an expert in your field—because your reports give on-the-scene flavor and authenticity to the printed words.

To help the editors there are many top Navy experts in each field stationed right in the Washington area. The average article will often go to three or four of these experts—in addition to the customary check for security—before it receives its final okay.

This process of checking and cross-checking didn't just happen. It is the combination of a writer who is familiar with his subject—usually one of ALL HANDS' experienced enlisted journalists—plus well-oiled editorial and research units that carefully scrutinize every word of copy. Last month's Taffrail Talk (p. 64) discussed some of the bloopers that have filtered through. However it's every staff member's job to keep them down to a minimum.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

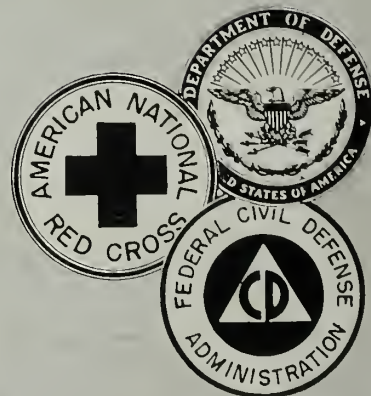
REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: USS *Dennis J. Buckley* (DDR 808) is shown coming alongside USS *Stribling* (DD 867) in this unusual photo taken during maneuvers in Atlantic waters. Photo by Robert E. Frey, PH2, USN.





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DECEMBER 1952





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

DECEMBER 1952 Navpers-0 NUMBER 430

VICE ADMIRAL LAURANCE T. DUBOSE, USN
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• FRONT COVER: ALL THE TRIMMIN'S go on this Christmas tree as Ken Duggon, JOSN, USN, and Joyce Livingston, YNSN, USN, get caught by the Yuletide spirit.

• AT LEFT: Here's an unusual photo showing two heavy cruisers of the Baltimore-class—USS *Toledo* (CA 133) and USS *Bremerton* (CA 130)—moored to a buoy.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.

Salty Santa Clauses Work Year 'Round

THE Christmas spirit will soon be in evidence aboard ships of the fleet and naval stations everywhere. Packages from home and greeting cards from friends have already started to pile up. Phonograph records of Christmas carols have been dug out, dusted off and laid by in the radio shack. In the galley, preparations are underway for the big turkey dinner with all the trimmings.

At some places the Yule spirit got a head start. It was way back last July when crewmen at NAS San Diego started collecting used toys of all sorts, shapes and sizes which they plan to distribute on the 25th to under-privileged children in the San Diego area. Throughout summer and fall, men at the air station have been busy in their off-duty hours painting and repairing the toys that soon will make a lot of kids happy.

That's the way it is — the real spirit of Christmas knows no season. Wherever there is a drive to support a charitable campaign, or to help some unfortunate youngster, or another Navyman in a tough spot, the U.S. bluejacket or Marine is always

ready to put out his hand in support.

Here are a few of the heartening ways in which Navymen have lent a helping hand throughout 1952.

When the crew of the light cruiser USS *Manchester* (CL 83) heard about what happened to little Ricky Hammond, an eight-year old Long Beach, Calif., youngster, who was injured in a train accident, the men reached into their pockets.

They sent one of their number to the nearby hospital (*Manchester* was berthed at the Long Beach Naval Shipyard) to look into Ricky's case. The youngster, despite the loss of his right arm, right leg and left foot, was cheerful and confident. Immediately a total of \$4600 was collected and turned over with the compliments of the ship to the boy's parents.

Overseas too, "Year-round Santa Clauses" have been at work on a year-round basis. For example, a 15-year-old Filipino boy who was crippled during the fighting to liberate Manila in 1945, now walks and plays again thanks to Navymen at Sangley Point Naval Station.

Little Bobby Reyes lost his left leg

and several fingers of one hand in a World War II bombing raid. Since his family was unable to afford special care for him, Bobby resigned himself to hobbling back and forth from school on his home-made crutch.

Two years ago the crippled youngster went to work to help feed his many brothers and sisters, shining shoes for sailors at the station. He became the favorite of the men and was soon "adopted" by his sailor-friends.

Learning that with the right kind of surgery Bobby might be able to use an artificial limb, the Navymen worked out plans to raise the funds to take care of his hospital expenses and surgery as well as the purchase of a new limb.

To turn the trick, the Sangley Point EM Club held a benefit and followed it with "Bobby's Barn Dance". That raised \$400. The Chief's Club held a "Brown Bagger Dinner" and added its proceeds to the fund.

Finally there was enough and Bobby was entered in a clinic in Manila under the care of a specialist. The operation proved a success and

EIGHT-YEAR-OLD learns guitar technique as sailors from destroyers *Melvin* and *O'Hare* entertain 40 blind children.



Bobby now walks and plays just like other kids his age.

In Japan, a nine-year-old boy opened his eyes recently and saw light for the first time thanks to a Navy contribution of a different sort. The accomplishment was a result of the generosity of a Navy eye specialist who had taken time out from his busy job to spread a little happiness.

When a Navy doctor, Commander Karl Palmberg, Chief of Eye Service, U.S. Naval Hospital, Yokosuka, Japan, learned of the Yokohama Christian School for the Blind, he paid it a visit.

After a preliminary examination the doc was certain that 11 of the kids could be aided by surgery. He offered to do the operations himself — all he asked was some help to defray expenses and provide suitable hospital space.

Word of the doctor's offer soon spread and a number of servicemen joined to underwrite the expenses.

The arrangements made, Dr. Palmberg performed the first operation — and it was completely successful.

Pilots and crewmen of a Marine Air group in Korea played the role of St. Nick to a three-year-old California girl stricken with polio.

Their "Pennies for Penny" fund — which is now rapidly swelling to dollars — is being raised for Penny Nelson, daughter of First Lieutenant Forest A. Nelson, USMC, who was shot down behind enemy lines 6 August 1952 and listed as missing in action. A check for more than \$1100 representing the first installment on the fund has been sent to the little girl's mother.

Over in Great Britain, 40 children from the Liverpool School for the Blind in Liverpool have also been befriended by American sailors. Visiting the destroyers *Melvin* (DD 680) and *O'Hare* (DD 889) recently, the children "saw" for the first time an American warship through the helpful eyes of the ship's crew.

Navymen and Marines also give a boost from time to time to established orphanages and other charitable institutions the world over. A number of ships and Navy units have "adopted" children through these agencies.

Probably the adoption of the greatest number of orphans at any one time is being sponsored by MSTs West Pacific Area, NCSO, Yokohama, Japan. Just a year ago — Christmas



LIKE 'CHRISTMAS IN MAY'—so thought these Japanese orphans in Tokyo as they dipped their hands into boxes containing cookies, candy and gum.

time 1951 — WestPac men adopted 84 kids, an entire orphanage!

When the idea of adopting the whole brood came up, a memo was circulated among WestPac's shore-side personnel sounding them out on the matter. Practically everyone liked it from the start and funds began to roll in.

So enthusiastic have Navymen in the Yokohama office become about the project that it's become a hobby with them. Some of the men have "adopted" one or two of the young-

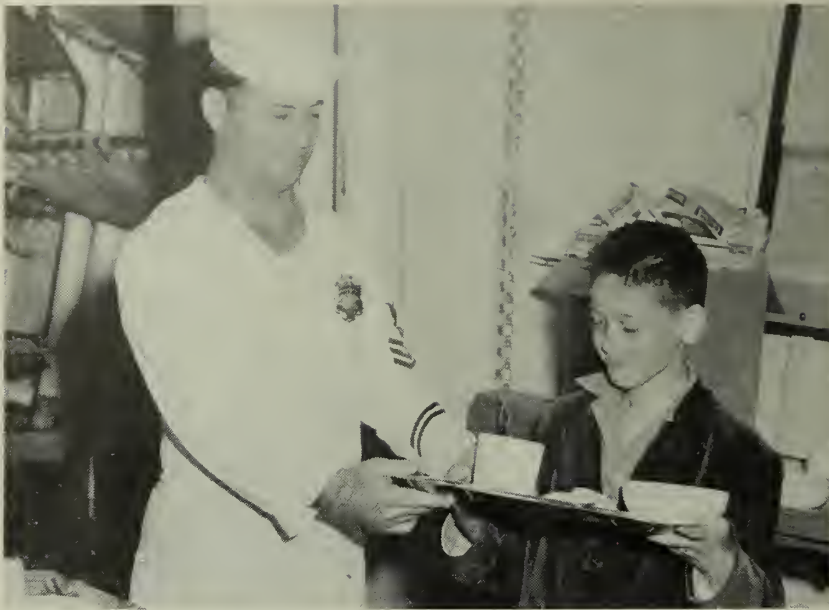
sters individually. When time permits they drive out from Tokyo and Yokohama to visit the children and take them back to town to show them a good time.

However, most of their help to the children is strictly of a practical nature. They furnish the orphanage with clothing, foods, medicine and toys — especially baseball equipment (baseball is Japan's No. 1 sport).

Yokosuka sailors have joined the campaign too. Members of the U.S. Fleet Activities, Yokosuka, have vol-



SAILORS from USS A.A. Cunningham (DD 752) ladle out rations to hungry North Korean refugees who stand patiently in 'chow line' awaiting their turn.



YUMMM, THIS LOOKS GOOD—A French orphan is served American food by Naval Reservist on board USS *Earl K. Olsen* (DD 765), at Arcachon, France.

untarily given more than 1,729,000 yen in financial assistance, food, clothing, wood, candies and toys to three other orphanages.

Sea-going Santas of USS *Agerholm* (DD 826) have made living a little brighter for two European children. An 11-year-old Italian boy and a 13-year-old French girl will be better fed, clothed and cared for as a result of the donations of *Agerholm's* crew.

The idea for this "adoption" was originated by James Leggitt, YN3, USN, who read about the Foster Parent's Plan for War Children, Inc., and

Save the Children Federation. Leggitt, who is also editor of his ship's paper, passed the word.

Selecting an orphan was no problem to crewmen when they heard about Giorgio Zingeropoli, of San Giorgio Jenice, Italy. The boy's father had been lost at sea just a few months before little Giorgio was born. Giorgio was suffering from anemia, the result of a severe case of typhoid fever.

The second child, a little French girl, Nicole Heissat, is an orphan. Her father was killed in action in North

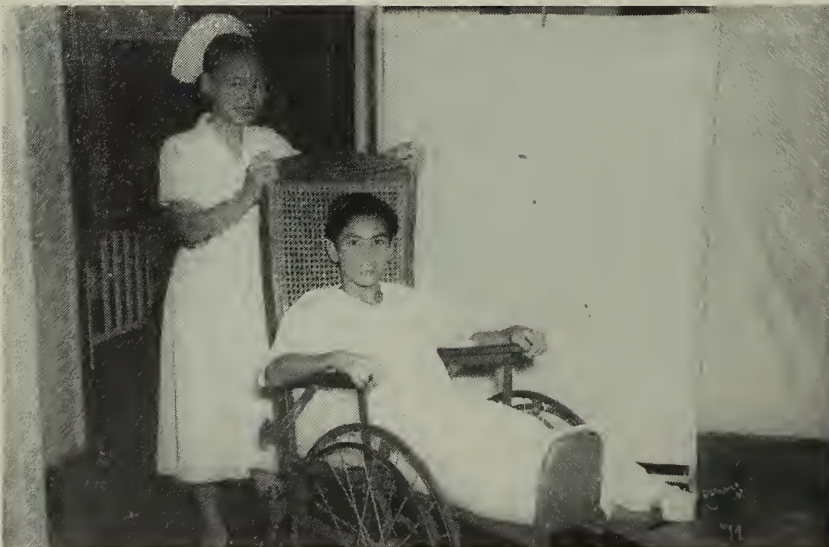
Africa and her mother was killed during an air raid.

Orphans in the U.S. also receive year-round aid from Navymen. One example of such generosity is the USS *Leyte* (CVA 32) which contributed more than \$1500 to the Hillcrest Children's Home at Wheelersburg, Ohio. Another is the USS *Antietam* (CVA 36). When the carrier returned from Korea, its 2750 officers and men turned over \$15,000 to help crippled children throughout the U.S.

In addition to the help they give others, Navymen give to their own Navy Relief Society so that other bluejackets and their dependents can get help when it counts the most.

But the helping hand is sometimes more personal too. For example, crewmen of the USS *Essex* (CVA 9) voluntarily donated \$1869 to their former shipmate, Conrad L. Perrier, AN, USNR, a victim of paralysis at the Veterans Administration Hospital at Framingham, Mass. Perrier was injured during an air operation against the enemy in Korea. He was refueling an F9F *Panther* jet when the 20mm gun of another plane coming in for a landing, discharged accidentally, spraying him with shrapnel.

Along with the contribution from his pals, Perrier received a message which ended this way: "The fightingest ship in the Navy is proud of one of the fightingest men in the Fleet".



NAVYMEN gave Bobby Reyes a new leg and a new lease on life. Right: Algerian orphan gets 'injun' headdress from crewman of USS *Warrington*.





Your Navy Banker

CELEBRATING its 10th anniversary, the Field Branch, Bureau of Supplies and Accounts, Cleveland, Ohio, can be proud of its record. Here are some interesting facts and figures concerning its decade of service to Navymen.

During the 10 years the Field Branch has acted as your Navy bank, it has sent over one hundred million checks to payees designated by Navymen on active duty. Currently, checks are being forwarded on behalf of approximately 800,000 service members. These checks go to 58 foreign countries as well as to each of the 48 States and territorial possessions.

In addition to allotment and family allowance checks sent to your dependents, the Field Branch sends checks to banks and insurance companies you may designate. The Field Branch also purchases bonds for you and either holds them on deposit in Cleveland or sends them to whomever you designate. Every month more than 200,000 bonds, totaling nearly six million dollars' worth, are purchased for Navymen.

Other payments include mustering out pay, uniform gratuities, claims certified by the General Accounting Office and the death gratuity paid to next of kin of deceased members. The Field Branch also pays the Collector of Internal Revenue the amounts withheld from your pay for income tax.

A complete history of your pay, allowances, allotments, income tax deductions — any information your pay records contain — is on file at the Field Branch. There are now 1,344,748 active pay record files — of members on active duty or who have been discharged within the last two years — stowed away at Cleveland.

Men on active duty are not the only ones who get an 'assist' from the Field Branch. Some 50,000 officers and enlisted personnel spread out over the U.S. and in 37 foreign countries get monthly retirement checks from Cleveland.

The pictures on this page show the Field Branch at work. *Top left:* Sailor operates one of 149 tabulating machines. *Top right:* Regional Accounts Office audits Navy financial accounts. *Right center:* Pay record jacket files fill cabinets in vast room. *Lower right:* Sailors and civilians work side-by-side operating graphotype machines.



THE WORD

Frank, Authentic Advance Information
On Policy—Straight From Headquarters

• **ANNUAL PHYSICAL EXAMINATIONS**—Officers who have not had a complete physical examination this calendar year are reminded they are required to get one before 31 December.

However, if a complete physical examination has been received during the calendar year incident to permanent or temporary promotion, appointment, or discharge from a naval hospital, and the report has been submitted to the Bureau of Medicine and Surgery, an additional exam is not required.

Annual physical examination of all officers to determine their fitness to perform the duties of their grade and designation, is required by U.S. Navy Regulations, Art. 1280-3, and Manual of the Medical Department, Articles 15-8 and 15-71.

All Flag officers, regardless of previous physical examinations during the year, must arrange for an annual physical examination prior to 31 Dec 1952.

• **NEW ID TAGS**—As many Navymen have already noticed, a different-size identification tag is now being issued to those receiving them for the first time. Still oval in shape, it is somewhat larger than before. Whereas the old type was smooth on both sides, one side of the new type has a smoothly-rolled beading.

Previously, religious affiliation, when requested by the individual, was carried as "P" for Protestant, "C" for Roman Catholic and "H" for Hebrew. The latter has now been replaced by "J" for Jewish.

In addition to the above "P", "C"

and "J" designations, there now exist "X" and "Y" designations. The letter "X" indicates any preference not included in the above. The letter "Y" indicates a preference which the individual does not desire to indicate or when the individual makes no statement.

Those who want to indicate a religious denomination may wear an additional identification tag or disc on the same necklace as the official tag. This disc may be provided by any religious group, at its own expense, and must not exceed in size the official tag. Details of the new ID tag are listed in *BuPers Manual*, Change Six.

• **AIRCRAFT RECOGNITION**—The third supplement to the *Aircraft Recognition Manual* (OpNav 32P-1200, issued by the Navy, Army and Air Force), is now available through District Printing and Publication Offices.

The new 100-page supplement (the third) features a completely revised roundup of air forces of the world and their aircraft equipment. New up-to-date material includes photographs and descriptions of Soviet and British jet bombers and fighters and new U.S. planes like the Navy's new F9F-6 *Cougar*.

The sectional index tabs of the master manual (OpNav 32P-1200) have been replaced by a new set to provide a more comprehensive division of the major air forces of the world. The manual is a joint publication for all three services and is used throughout the Navy for aircraft recognition training.

• PHOTOGRAPHY CONTEST

Shutterbugs—load 'em and start shooting! The Fourth Inter-Service Photography Contest is underway.

The best "shots" recorded on film by Navy, Coast Guard and Marine lensmen will be selected on an All-Navy level for further competition in an all-armed forces final judging at Washington's Pentagon about 15 May 1953.

Contestants may submit black and white photographs and color transparencies. Subject matter is unlimited, but photos must have been taken after 1 Jan 1951.

Rules and regulations governing the contest will be announced in a BuPers Instruction in the near future.

The word to Navy photogs is—get going now. Get your entry on film. There'll be plenty of time later to process and prepare entries for clearance through local commands in order to meet the Navy Department receipt deadline of 15 April.

• CPO AND POI EVALUATION

SHEETS—Chief and First Class Petty Officer Evaluation Sheets (NavPers 1339) in the future will be submitted to BuPers only once a year, 15 July. Previously, the reports had been required semiannually, 15 January and 15 July.

Detailed information on this change may be found in BuPers Instruction 1616.1 of 6 Oct 1952.

• NAVY ORGANIZATION

—A book which is recognized as the primary official publication of the Navy describing naval organization and functions, *The United States Navy*, (NavExos P-435 Rev 10-52), has been published in a new edition which contains revisions covering the organizational changes in the Department of the Navy since 1948.



PASS THIS COPY ALONG—Remember, nine other people are waiting to read this copy of ALL HANDS.

Its free distribution is limited to top-level administrative offices within the bureaus of the Navy Department but some copies will be available through District Publications and Printing Offices.

The new issue is illustrated with appropriate charts depicting the overall organization and its component parts. A chapter is also included dealing with the Organization for National Security.

A well documented appendix covering the basic legislation, instructions and orders which establish Navy organization, constitutes an important part of the new edition.

Copies of *The United States Navy* may be purchased by sending 50 cents coin or postal money order payable to Superintendent of Documents, Government Printing Office, Washington 25, D.C. Purchasers should specify, in addition to the title, NavExos number and revision date.

• **FREE POSTAGE** — Under the provisions of an international postal convention, personnel already entitled to the free mailing privilege by virtue of duty in Korea may now send letters for delivery in nineteen additional countries.

Change 1 to OpNav Inst. 2700.4 lists these countries as: Bolivia, Canada, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, Salvador, Uruguay and Venezuela.

Incidentally, the free mailing privilege is also available to personnel hospitalized outside the continental U.S. as a result of service in Korea.

• **CHRISTMAS MESSAGES** — Christmas greetings with texts limited to 20 words may be sent to the folks back home from naval personnel on ships at sea or at overseas bases.

Where adequate and reliable commercial communication service does not exist, naval communicators are authorized to accept messages from Navymen at night letter rates for transmission to U.S. ports of entry. Messages must be filed between 6 and 16 December.

Commercial telegraph companies will handle the messages from the ports of entry to addressees in continental U.S. and delivery will be made between 20 and 25 December.

• **'VICTORY AT SEA'**—Stateside Navymen can get a good look at what scapower accomplished in World War II through a new television series which began late last month.

The program, entitled "Victory at Sea," brings to TV 26 half-hour episodes showing the Navy in action. The series has been produced by the National Broadcasting Company in cooperation with the Navy. It is being shown as a public service. Check your local newspaper for time and station.

• **DEEP SEA DIVING COURSE**—A six-month course at the Deep Sea Divers School, Naval Gun Factory, Washington, D. C., is open to Regular and Reserve Naval officers, male, of unrestricted line or limited duty officer categories (aviation classifications excluded).

Applications are desired from the above officers, including temporary officers, in the ranks of ensign, lieutenant (junior grade) and from warrant officers in the grades of Gunner (7230) and Boatswain.

Reserve officers and temporary officers must agree to remain on active duty for one year after completing the course. A certificate stating the candidate's physical fitness for deep sea divers training must accompany each application. Applicants must not have reached their 31st birthday prior to commencement of divers training.

Classes begin the first Monday in April and October each year.

• **ATTACK AIRCRAFT CARRIERS**—The Navy has announced a change in designation for 30 of its aircraft carriers. The ships now will bear the classification "CVA"—"aircraft carrier, attack". All carriers currently classified as CVBs (aircraft carrier, large) and CVs (aircraft carrier) will come under the CVA designation.

The new term will classify the larger carriers according to their mission as elements of fast attack forces, thus providing a more adequate description of their function. Symbol designations of the light carriers (CVLs) and the escort carriers (CVEs) will remain unchanged.

The CVA designation will be applied to ships of standard displacement from the 19,800 ton, 14-year-old *uss Enterprise* to the 59,900-ton *uss Forrestal*, now being built at Newport News, Va.

QUIZ AWEIGH

What's your naval I.Q.? One way to find out is to turn to the Quiz Aweigh page every month. You'll know whether you are sharp or slipping by comparing your answers with the correct ones on page 53.



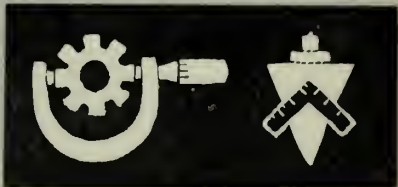
1. Here is USS Franklin D. Roosevelt (CVB 42). She was first named (a) Coral Sea, (b) Oriskany, (c) Ban Hamme Richard.

2. A distinction Roosevelt has is that of being the first carrier to receive the first all-jet U.S. carrier-based fighter, the (a) F2H-2P Banshee, (b) F3H-1 Demon, (c) FH-1 Phantom.



3. More commonly used on all types of Navy ships is this (a) Danforth anchor, (b) stock and bill anchor, (c) patent or stockless anchor.

4. One of the main advantages in this type anchor over older types is (a) its ease of handling and stowage, (b) its holding power, (c) its tendency to clog or ball with mud in a muddy bottom.



5. The micrometer and gear at the left designates (a) damage controlmen, (b) machinery repairmen, (c) instrument men.

6. At right is the carpenter's square and plumb bob of (a) draftsmen, (b) surveyors, (c) builders.

ANSWERS TO QUIZ ON PAGE 53



FIVE-INCH ROCKET speeds swiftly toward Korean coastline as ROK sailors in PT boat fire on Communist forces.

ROK Sailors Rate High in 'Seability'

THE small Republic of Korea Navy, with the encouragement and assistance of the U.S. Navy, is continuing to play a little-known but important part in the defense of the shores of its homeland.

A short six years ago, the ROK Navy was actually only a "Coast Guard" consisting mainly of 15 former Japanese steel-hulled minelayers and mine-sweepers, a number of former U.S. wooden-hulled YMSs, one LST and a small freighter — all pretty ill-equipped.

Now the Koreans have a fair-sized coastal fleet consisting not only of the former minecraft — now fully equipped with sweep gear — but of a number of U.S. naval vessels turned over by our government including patrol craft (PCs), frigates (PFs), amphibious craft and yard craft.

The modest but impressive record the ROK Navy is compiling in Korea is a result of the fighting ability of the Koreans themselves, but the close coordination between the U.S. Navy and the ROK Navy since the outbreak of hostilities has played an important part in assisting the Republic of Korea to play its role in the naval operations.

Soon after the conflict opened, a group of U.S. Navy officers was sent

to the Republic of Korea to assist its Navy in fulfilling a role with the Blockade and Escort Force. The members of this group, working with officers of the ROK Navy, developed missions, tactics and training procedures which are now being carried out to strengthen the small fleet.

To augment the training the ROK Navy was to conduct itself, the U.S. Navy made training facilities in Japan and in the U.S. available to the ROK so that its Navymen might learn some of the techniques of modern naval warfare.

In addition to such direct help from the U.S. Navy, the new Republic of Korea fleet has benefited too from the Mutual Defense Assistance Program, a program designed to bolster the defenses of our allies. Through MDAP (see ALL HANDS, April 1952, p. 2-5), the ROK Navy has received a number of coastal vessels.

Just before the outbreak of fighting in their country, the Koreans purchased four steel-hulled PCs which the U.S. had laid up after World War II. These ships had scarcely reached the Far East when hostilities broke out. One of them, PC 701, immediately proved her mettle.

It was the night of 26 June 1950, just one day after the North Koreans

invaded the southern half of the country. Unknown to the ill-prepared defenders of the southern port city of Pusan, a shipload of 1000 North Korean soldiers had been hurriedly embarked up north and sent to capture the city. Had this attack succeeded, South Korea's best port — and the one the Allies were soon to use to send in reinforcements for a counter-attack — might have been denied them.

Luckily, PC 701 discovered the enemy ship as it headed for Pusan. In a night-long running battle in which the PC herself took some direct hits from the guns of the transport, she sent the vessel and those on board her to the bottom between Pusan and Tsushima Island, thus averting the invasion.

Although headquarters for the Republic of Korea "Navy Department" is at the capital city of Seoul, the ROK Navy's main base — its "San Diego" or "Norfolk" — is at Chinhae. Here is a landlocked bay surrounded by high peaks. The approach from seaward is commanded by islands and promontories.

Training in the early years had been limited. The ROK Naval Academy had been established at Chinhae but midshipmen at that time

spent only two years at the academy, taking navigation, elementary seamanship and basic engineering. Then they went to sea for two years of practical experience.

Now, after closing briefly at the beginning of hostilities, the Academy is in business again. Training equipment, books and facilities have been made available by the U.S. Navy. A Korean midshipman now undergoes a three-year program similar in content to the wartime curriculum at Annapolis. He takes 39 hours of study a week. His subjects are marine and electrical engineering, electronics, navigation, communications, tactics, ordnance and gunnery, damage control, English, mathematics, chemistry and physics.

Before the war, recruit training for enlisted men was mainly an exercise in military discipline. Service school training was limited to little more than basic seamanship and engine operation.

Now, 22 schools have been organized and teach such technical subjects as communications, gunnery, electronics and radar as well as the more practical subjects such as fire fighting and seamanship. Many of the Korean instructors have been trained by the U.S. Navy, both in ships at sea and at schools in the United States.

As for training being given members of the Republic of Korea Navy in the U.S., here's a recent example of how the crews of two new ROK ships received their "at sea" training in San Diego from the Fleet Training Group there.

The crews had come to this country to pick up two LSSLs (rocket-equipped landing support ships). The ships were recommissioned at Astoria, Ore., and there turned over to the ROK crews which sailed them to San Diego.

There, under the wing of U.S. Instructors, the Koreans studied everything from fire fighting and small-ship engineering to electronics. At the gunnery and torpedo schools, they were brought up to date on naval armament. When the shoreside training was completed, the Underway Training Element took over the instruction.

In this training, the ROK sailors learned the "seability" needed to go with their recent schooling. The U.S. Navy instructors took them through all the steps of the underway phase,



ROK NAVY MIDSHIPMEN are given instruction in principles of diesel engineering as one phase of their training in Republic of Korea Naval Academy.

watching, leading and supervising. Language difficulties offered some barriers for awhile. The linguistic ability of most of the sailor-instructors consisted of two words: *sayonara* and *musume* — Japanese for "good-bye" and "woman." The Koreans' knowledge of the English language was not much better. However charts, training aids and gestures filled in where words left off.

From early morning until dark, San Diego's UTE sailors worked with the ROKs. Each morning the two vessels sailed past Point Loma, heading

for the open sea. Drill followed drill as the ROKs learned the ropes.

In consideration of the American shipriders, the Korean commissarymen discontinued their usual meal of kimchi (garlic mixed with seaweed and rice). Instead, they served a modified Western-style menu of pork, rice, coffee and salad.

When the routine training was completed, preparations were made for a simulated battle rocket run. The ROKs were all anticipation as scores of the rockets came aboard.

This same eagerness prevailed at



SERVICE SCHOOLS teach all phases of seamanship. Here, Joe E. Brewer, BMC, USN, shows class of ROK sailors the workings of block and tackle.



ENSIGN IN ROK Navy learns method of tracking a target by radar in combat information center of ship. Instructor is Richard C. Eckard, Jr., SN, USN.

sea during the firing operation, which took place off San Clemente Island. Aiming the launchers at several innocent targets, the alert gunners set their sights and charged the rockets with a ferocity befitting a run on the enemy shore.

With their training now completed, the ships returned to port, "buttoned up" for sea and soon rounded Point Loma for the last time — bound for Korea and a real battle assignment.

Demonstrating the eagerness of the ROK sailor to learn, one of them, Haeng Rog Oh, a member of the ROKs since 1948, recently showed up the students, including American Navymen, at radioman's school at San Diego. The Korean dit-jockey graduated with the highest average in the school — a whopping 97.38.

Even before the end of the first year of fighting, the Korean Navy-men had rung up an impressive total of enemy ships sunk, according to the U.S. Navy observers.

One war story told about the ROKs, gives a clue to their imagination and courage. It is the story of one PC and two YMSs that successfully routed a Communist land force of 1000 men in the days just before the fall of Wonsan to the Allies.

At the time, Communist army forces were driving on Mukho, a port town near Wonsan on the east coast. The three small ROK ships were tied up in the dock area of Mukho. Their total armament: One three-inch, two 13mm. guns and two converted 37mm. anti-tank guns.

Despite shelling from the ships, the Communists overran the town and approached the waterfront.

The ROK naval commander, Commander Hyun Sihak, got an idea. He ordered his tiny fleet to cast off and run out to sea in the darkness. He hoped thus to give enemy forces the idea he had packed up and taken off.

Evidently they got just that idea for when Hyun Sihak later turned

his three craft around and headed back in the harbor with guns blazing, the North Koreans fled in confusion, probably thinking a whole Allied task force was on the way.

Plenty of courage was shown too by a force of 600 South Korean marines in the dark days of the Pusan Perimeter. The hard-fighting marines, assisted by bombardment from the flanks by several PCs and YMSs, successfully turned back a superior force of North Koreans who were trying to move across a narrow peninsula to a commanding position of Koje Island off Korea's south coast. The siege lasted two weeks but the Communists were turned back and the high-water mark of the North Korean invasion was reached.

More recently, the ROK Marines, who are incorporated into the ROK Navy just as U.S. Marines are a part of the U.S. Navy, have teamed up with their navy's ships to drive the Communists from a number of islands along the Korean coastline, thus freeing those islands for possible Allied use.

Another important task in which the Republic of Korea Navy is playing an increasing role is that of mine-sweeping. Nobody needs to be told that mines have proved troublesome to Allied naval forces throughout the conflict (see ALL HANDS, November 1952, p. 2-7).

At Wonsan, for example, where mines held up reinforcements trying to land for a week, Republic of Korea YMSs played a significant part in the initial exploration and clearing of the fields.

At Chinnampo on the west coast, where more minefields had to be cleared to enable supplies to be

ROK MARINES, carried by USMC 'copters, move out. Below: ROK Navy quartermasters-to-be get practical instruction from D. J. Lessick, QM3, USN.



brought in to the U.N. armies, an ROK ship, YMS 503, was the first ship to enter the harbor.

In all, four ROK ships worked with the minesweeping force at Chinnampo. In addition to YMS 503, her sister ships YMS 502, 506 and 513 took part. The final channel into the harbor from seaward was thrown open to the transports and cargo ships appropriately enough on the fifth anniversary of the birth of the Republic of Korea Navy.

Incidentally, a group of future Korean minesweeping personnel studied the entire Chinnampo operation from *uss Catamount* (LSD 17), the "mother ship" for the operation. These men are now crewmen serving in six more ROK YMSs which have been added to the South Korean minesweeping force. Underway training such as this "floating classroom" at Chinnampo is one type of training given in the ROK Navy. In addition, ROK Navymen are being trained in a number of schools at the principal Republic of Korea naval base, Chinhae, near Pusan.

ROK Navy ships today run a continuous inshore patrol up and down both coasts to prevent the Communists from smuggling men and supplies behind the Allied lines. They have joined the Blockade and Escort Force whose mission it is to prevent the Communists from supplying themselves by sea.

Other units of the ROK Navy have performed a number of missions in support of Allied naval forces. Its ships have intercepted innumerable enemy sampans which are in the habit of slipping out from the coast-line at night with a couple of mines strapped beneath their tiny hulls and dropping the mines where they will do the most harm.

Instruction between the U.S. and Republic of Korea is not all one-sided. This was shown on board the repair ship *uss Ajax* (AR 6).

An ROK lieutenant commander, Kyusup Chung (SC), Republic of Korea Navy, conducted classes in Japanese in his off-duty hours while serving temporarily in *Ajax* in the western Pacific.

There seems to have been many willing drinkers at the fountain of knowledge — both officer and enlisted. *Ajax's* commanding officer states that the class, and others like it, could help all men of the U.S. Navy work more effectively with the Japanese and Korean people.



ONE OF FOUR cruisers taking part in mock invasion was USS *Los Angeles* (CA 135). Her job included 'working over' landing beaches.

Realistic Invasion Exercise Pays Off in Korea

The Navy has long advocated realism in drills, maneuvers and exercises. But realism, reached a new high in a behind-enemy-lines landing exercise held recently off Korea. A few more yards and it would have been the real thing.

The exercise took place off the northeast coast of Korea in the general area between Wonsan and the eastern anchor of the battle line. The realistic operation not only provided training in amphibious operations, but it looked so much like the real thing that enemy troops were flushed from cover to be blasted by guns of the surface vessels and aircraft of the fleet and Air Force.

The mock invasion got rolling D-Day Minus Three. Executing a feint move, landing craft carrying troops, artillery and vehicles hit a beach south of the battle line, behind U.N. lines. Rumors of the practice landing circulated in Communist territory, putting the enemy on the alert.

For the next few days widespread enemy positions north of the battle line were under attack. Air and surface units battered them as they would in the prelude to any invasion.

Carrier aircraft hit inland gun positions, troops and trucks. The planes reported they destroyed a total of 30 trucks, seven bridges, 10 gun positions, three tanks and 44 buildings.

Participating surface units included *uss Iowa* (BB 61), six aircraft carriers, four cruisers and more than 30 destroyers. Cruisers working over the "landing beaches" were *uss Juneau* (CLAA 119), *uss Los Angeles* (CA 135), *uss Helena* (CA 75) and *uss Toledo* (CA 133). They accounted for 25 bunkers, 15 gun positions, six buildings and a num-

ber of Communist mortar positions.

Destroyers patrolled the area close offshore in an effort to draw fire from enemy positions. Though a number of DDs were straddled, none were hit. The DDs wiped out 18 gun positions and killed a number of enemy troops. Bridges, railroads, locomotives and bunkers were also heavily hit.

Navy and Air Force aircraft laid a pattern of napalm over the Kojo area, knocking out radar posts, ammunition dumps and large gun positions. The big 16-inch guns of *Iowa* joined the cruisers and destroyers in leveling troop concentration points and vehicle centers. In the final stages rocket-launching ships moved in firing a steady flow of rockets.

During the early morning hours of "D-Day" the enemy was favored by weather conditions. Rain and low hanging clouds delayed the amphibious "invasion" several hours. However, when the new H-Hour arrived early in the afternoon, thousands of U.S. soldiers dropped into the transports' landing craft just beyond the enemy's gun range. Sea conditions were rough (45-50 knot winds later in the day) but the assault boat coxswains moved their charges in toward the beach. When the craft reached a position within a few thousand yards of the shore the coxswains, acting under prior orders, put over the rudders and headed back.

Rear Admiral Francis X. McNerney, USN, commander of the amphibious phase of the exercise, commended the outstanding performance of the transport group in launching and recovering the landing craft under unfavorable conditions.

Speedy Seasoning of Sailor Recruits

TODAY, with thousands of Navy recruits going through naval training centers every month, the men directly responsible for their training shape up as key figures.

Through these seasoned instructors the new Navyman gets his first real glimpse of Navy life. Recruit instructors are CPOs, PO1s — and in a few cases, PO2s — who by the very nature of their assignment work hand-in-hand with their charges.

A chief, first or second class petty officer who is accepted for recruit training duty draws either San Diego, Calif., Great Lakes, Ill., or Bainbridge, Md., the sites of the three Recruit Training Commands. He is assigned this duty under the provisions of BuPers Circ. Ltr. 11-52 (NDB, 31 Jan 1952) and will usually serve ashore for the next three years. Recruit instructor duty, incidentally, is one of the few types of duty in which men of the deck, ordnance and engineering and hull rating groups can get three instead of two-year stints ashore.

When ordered to instructor duty at a naval training center, a man doesn't just pack up his sea bag and take a direct route from his ship to the center. To prepare himself, he must spend four weeks at one of the Navy's instructor's schools. Instructor schools are located at Norfolk, Va., San Diego and Great Lakes.

When he completes his "instructor's instruction," he reports to his



HEAVE AROUND!—Neophyte sailors lend their muscles to mooring exercise under watchful eyes of experienced recruit instructor at NTS Bainbridge, Md.

assigned recruit training activity. Here he first attends the local Company Commander's School where he learns local regulations and becomes oriented with the problems of recruit training. As soon as he gets into the swing of things, he is assigned duty either as a *company commander* or an *area instructor*.

The company commander is a most important guy in the eyes of the men

of his company. He is in actual charge of a group of from 60 to 90 young men. He is their instructor in the basic precepts of Navy life and their leader in military drills.

As always, a large part of the recruit's training is devoted to drills, although the total amount of military drill has been reduced in recent years. In frequent sessions on the well-known "grinder," the company commander puts his company through the manual of arms, close order drill and physical drill under arms. After maybe 15 hours of instruction he begins to feel his company is giving a fairly military account of itself as it passes in review in the weekly regimental parade.

Another period in which the company commander "has the company to himself" is the "company commander's review period." These are 20- to 50-minute periods held several times a week. They allow the company commander to correct his men on phases of training he thinks needs improvement.

Few recruit instructors spend their entire tours as company commanders. After a spell as company commander, each will likely take on duty as an area instructor.

"Area" as used here does not mean



LIFE-BELTED recruits learn technique of boarding a whaleboat. Petty officer (left) instructs men as onlookers, ashore, anxiously await their turn.

geographical location but rather an "area of instruction" in the training curriculum. Two such are "Seamanship" (Area Three) and "Small Arms, Ordnance and Gunnery" (Area Four). The subjects included in these major areas are "old hat" to most instructors. They are topics they have dealt with since the beginning of their own naval careers.

Here is a sampling of subjects under Seamanship: Boat seamanship, marlinspike seamanship, visual signaling, ship and aircraft recognition, naval terminology, types of ships, general drills, upkeep of equipment, and phone talker's duties. Subjects like these have helped form the professional life of BMs and QMs. The last five subjects are familiar territory to MM's, EN's and kindred ratings.

Not all area instructor duty, however, consists of standing before a group and lecturing or demonstrating. One of the subjects under another area — "Recruit Indoctrination" — is Citizenship. For these classes, a fairly recent innovation, companies split up into groups and hold animated discussions — every man for himself — on the various aspects of Citizenship. The instructor merely guides the discussion.

During the early days of his company's training, the company commander must stay fairly close to his men, in effect "taking them by the hand" until they get the feel of recruit life. He takes them to the barracks, assigns them bunks, shows them where and how to stow their clothing, where to bathe and where to scrub their clothes. Later, he shows them how to fall in for muster and drill.

Before long, he appoints some of his men as "apprentice petty officers": Recruit company commanders, recruit company clerks, platoon leaders and squad leaders. In choosing these men he looks for men with previous military experience or with qualities of leadership. These assistants then help him muster the company, assign watches and keep records and help their less experienced fellow recruits learn the ropes.

Although the Navy requires a lot from its recruit instructors, it doesn't generally require them to keep the recruit's hours. But they put in a full five and one-half day week, most of the company commanders securing after the Saturday morning parade.

How does recruit instructor duty stack up as shore duty? From all in-



MAGNETIC COMPASS holds no mysteries for these recruits after lectures and practical demonstrations help them on their way to being salty sailors.

dications, men who have had it regard it highly. A chief boatswain's mate who recently completed a tour at San Diego wrote to say that "a Navyman doesn't really get military 'know how' until he has trained several recruit companies.

"What's more," the chief continues, "nowhere else do you see the results of your work pay off so quickly."

This chief goes on to tell of the

satisfaction in having men who once served in his companies coming up to him in various parts of the world and making themselves known. Incidentally, he also offers some good advice for CPOs and POs. "When new men report on board ship," he says, "it is up to the CPOs and other POs to take up where the recruit company commanders and area instructors leave off."



PETTY OFFICER shows recruit proper way to 'dog down' watertight door. Recruits learn to master many 'trades' in opening phase of Navy career.



BLIMPS await take-off signal. Foul weather doesn't keep lighter-than-air Reservists from patrolling seas and coast.

Training Airship Crews in Reserve

NORMAL operations of lighter-than-air men frequently leave the more conventional type of pilots somewhat incredulous.

"They come in for a landing," says one, "and a little cross wind throws them off their regular approach. Then what do they do? They stop that overgrown gas bag in mid-air, back up, and try it again."

"Or," chimes in another, "who ever heard of stopping in midair to fix an engine? They're a weird bunch."

"They think 80 miles an hour is fast," snorts a third.

"I wouldn't get in one of those clumsy windbags for a month's pay."

"Trouble with the rest of the Navy," says the LTA men, "is that it doesn't know enough about lighter-than-air." They point out that their operating procedures may be somewhat unusual according to heavier-than-air standards, but a blimp is a lot different from a conventional plane. Further, to a heavier-than-air pilot, air is a flowing medium, while the lighter-than-air man considers it as resembling water in which a lighter body can float.

In the Regular Navy, in the field

of lighter-than-air operations, steps are being taken to familiarize both branches of naval aviation with the problems and possibilities of each. LTA training is also going on in the Naval Reserve, and the Organized Reserves are eager to tell the rest of the Navy all about themselves and what is done in LTA, within the limits of security.

At present, Reservists are preparing for their role in any future conflict in which the United States' supremacy of the seas may be challenged. At such a time, the Reserve LTA, a specialized, highly trained branch of the Naval Reserve, will again be ready to take its place beside the Regular Navy.

"It is a familiar axiom that the nation which controls the seas, wins the wars," RADM L. A. Moebus, USN, then Chief, Naval Air Reserve Training, told the LTA Reservists at

their fifth annual military inspection. "As we know, the United States now controls the seas, and must continue to do so to survive. It may be that in any future conflict, submarines will constitute a major threat to that supremacy. At that time, you will be called upon to play a vital role in anti-submarine warfare."

The principal responsibility of the lighter-than-air branch of the Naval Air Reserve cannot be expressed more succinctly. In convoy and patrol duty, the airship is the dreaded foe of submarines. Because of its low cruising speed, its ability to hover, to skim low over the water and to spend long periods aloft, it becomes a unique and effective member of the hunter-killer team which, in its entirety, consists of patrol planes, destroyers, an aircraft carrier and one or more airships.

One of the blimp's most effective anti-submarine weapons is the MAD — magnetic airborne detector — used by the Navy during World War II and now developed to a high level of efficiency.

Use of the MAD is based upon the fact that the metal of a submerged submarine concentrates some of the

**Defending the Nation's Coast,
Helping Control the Seas,
Is Mission of LTA Reservists.**

earth's natural magnetism above the sea surface. As the magnetic "ear" of the detector attached to the blimp passes through this area of concentrated magnetism, a delicate needle swings upward on a scale, and the sub's presence is detected. The airship then conducts trapping circles until the magnetic device says the sub is below at the right angle for launching a successful attack.

Scattered along both coasts and at certain strategic spots inland are located a number of Regular and Reserve lighter-than-air squadrons. There is one Volunteer Reserve LTA squadron to be found at Glenview, Ill., and eight Organized Reserve LTA squadrons at such widely distributed points as Santa Ana, Calif.; Oakland, Calif.; Akron, Ohio; Squantum, Mass.; and, of course, at Lakehurst, N.J.

There is a tradition, completely unverified, that at each sunrise and sunset, all LTA men, wherever they may be, solemnly bow three times in the direction of Lakehurst. Although the literal application of this legend may be questionable, there is no doubt that Lakehurst is the center of all lighter-than-air activities. Whenever a question of procedure, policy or theory arises, it is solved by: "Lakehurst says . . ." or "Well, when I was at Lakehurst back in -----, we would . . ."

Ideally situated for airship operations, Lakehurst is gouged out of the jack-pines, birch and scrub oak of the New Jersey barrens. It is on flat land 15 miles inland, far enough from the ocean to escape many days of fog, yet close enough to be convenient for overwater operations.

The airship in general use by the Naval Reserve today is the ZP2K/3K model, a non-rigid airship approximately 250 feet long and 75 feet in diameter with a 465,000-cubic-foot capacity and powered by two Pratt and Whitney aircraft engines. Suspended from this helium-inflated bag is a 43-foot gondola jammed with radio, radar, magnetic airborne detector (MAD) gear, and a crew of ten men.

The K models are designed for general patrol duty, air-sea rescue work and to search for, track down and destroy enemy submarines. For this latter purpose they are equipped with armament capable of offensive action.

(A newer model, the ZP2N, now

in the experimental stage at Lakehurst, is almost twice as large as the K-type, and is designed and equipped to carry a crew of six officers and 12 enlisted personnel for as much as a week or more, before returning to its base.)

Although the K-type blimps (or airships; the terms may be used interchangeably) are primarily intended as land-based craft and must return to their base when their mission is accomplished, they can also refuel from a carrier, large vessel or oiler if the fucler is equipped to handle them. Under proper conditions it is also possible to land on a carrier's deck for the purpose of changing crews and replenishing equipment.

Features of several of the other branches of the Navy may be found in blimp duty. Crewmen insist that riding the North Atlantic in a destroyer in mid-winter is child's play compared to the pitching, rolling and yawing, singly and in all combinations, of a blimp on a gusty day. Radio procedure and terminology is similar to that found in other aircraft. Physically, the crowded quarters of a blimp, with its electronic, operational and survival gear, are com-

parable to those of a sub. The galley occupies an area less than two by three feet. The hotplate is no larger than this page of ALL HANDS. Nevertheless, from this very small space, the rigger, who also doubles as cook, produces piping hot steak dinners for all hands, as well as a constant stream of hot soup and fresh coffee. The era of cold, soggy sandwiches and hours-old coffee passed long ago.

Just as food is comparable to that of the submarine service, so is morale. A small crew working in cramped quarters, with every man an expert in his job, has resulted in easy informality and mutual respect. Most Reserve LTA men are veterans of many years' service.

"It's hard to explain," said Lieutenant Harvey L. Gordon, USNR, now a successful architect of Alexandria, Va., "but there's something about blimps that really gets you. Once you've flown in one, you think there's nothing like it. I started in LTA during the war, then flew DC4s—really plush jobs—for NATS in the Pacific for more than a year. I'll take a blimp any day." As soon as the LTA Reserve program became activated in 1947, he promptly enrolled and now

NO SPIDER WEB THIS—Line-handler atop a mooring mast secures line from blimp. Coordination is needed to safely mast and unmast ungainly airships.





K-TYPE AIRSHIP operates with destroyers during simulated anti-submarine warfare exercise in Caribbean. Preparedness plays big part in LTA work.

makes the long trek to Lakehurst each month.

Lieutenant (junior grade) J. T. Clark, of Philadelphia, waited until July of last year to join the Organized Reserves, but within the first four months of his membership, put in more than 100 hours' flying time.

"There's always something different," he theorizes. "I flew plenty during the war, and thought I knew my way around. When I came back to

training duty last year, I found it was like trying to drive a 1952 Lincoln after learning how on a 1914 Ford. No two landings are ever the same, no two ships handle the same. Every flight is a new experience."

Four officers and six enlisted personnel comprise the Reservist crew of the K-type blimp. The officers include a command pilot, elevator pilot, rudderman and navigator. The enlisted personnel consist of two electronics

operators, two engineers and two riggers. Only the riggers, who carry the rating of AMS, require special training, which is provided at the non-pilot school at Lakehurst.

Until recently, all Reserve LTA men were required to have earlier lighter-than-air experience. At present, however, enlisted Reserve personnel living within commuting distances of airfields operating blimps and with the rating of QM, YN, PN, ADE, ADF, AT, AL, AO, AEM, AEI, AMS, AMH, AG, AK and AN may be qualified. Other ratings may be acceptable, depending upon local conditions.

Because the role of lighter-than-air is primarily anti-submarine warfare, few Reservists, other than ANR, have been ordered to active duty during the present emergency.

Assignments to duty in a lighter-than-air activity for Regular Navy personnel are made by fleet and shore administrative commanders to fill authorized allowances. Personnel in the Pacific Fleet may submit requests via the chain of command to BuPers. Personnel in the Atlantic Fleet may submit requests via the chain of command to ComServLant. Personnel desiring shore duty in an LTA activity should submit a request for shore duty in accordance with BuPers Circ. Ltr. 36-50 (AS&SL, January-June 1950).

Members of the typical Reserve crew are solemnly sincere when they assert that their's is the best crew in LTA and that LTA is the best service in the Navy. Some may be a little puzzled as to the reasons why they like LTA duty, but there's no doubt that they do like it. They wouldn't consider asking for any other.

Average annual attendance for officers is approximately 90 per cent; for enlisted personnel, 85 per cent.

They have proved their sincerity by commuting — at their own expense — remarkable distances to attend weekend drills. At Lakehurst, for example, it is estimated that the average distance travelled is between 75 and 80 miles. Some Reservists travel from as far as Hartford, Conn.; Pittsburgh and Harrisburg, Pa.; and several from Washington, D. C. and vicinity.

Ask them why they don't attend drills closer to home and they will reply: "I'm an LTA man. They don't have any blimps there."

Supremacy of the sea is safe in the hands of Navy men like these.



EXPERIMENTAL BLIMP makes one-point landing on deck of USS Shamrock Bay (CVE 84) during World War II. LTA giants have changed since those days.



Home-Made Communicators

One way to eliminate a shortage of radio operators is to start a school to train them. Following this line of reasoning, Service Squadron Three, Sasebo, Japan, started classes in a small quonset hut at Fleet Activities.

Twenty-two students enrolled in the first course, which boasted three instructors. Later classes were opened to all fleet units normally based in Sasebo and the western Pacific.

Men learn touch typing on the telegraphic keyboard, naval radio procedure, and International Morse Code.

At this writing, there are 66 students enrolled, representing 35 different commands.

Top left: Chief radioman D. E. Matthews supervises a class in code sending. *Top right:* LTJG Wilbur A. Sundt, USNR, a former enlisted radioman, assists Robert D. Johnson, SN, USN, with a problem in naval radio procedure. *Right center:* Students learn radio code letters. *Lower right:* E. E. Kirksey, RM1, USN, explains operation of sound powered telephones, used to simulate voice circuits in teaching radio procedure. *Lower left:* Men practice touch typing—an important technique for radio men. — By Duane A. Wakeham, JO3, USN, and Sherman L. Barber, PH3, USN.





SIGNALMAN on board USS *Missouri* passes the word to other ships of a bombardment flotilla off the coast of Korea.

Skilled Crews Make Fighting Ships

SUPPOSE you took a group of "fresh from boots" sailors down to the nearest shipyard where a new destroyer was abuilding and asked them, "How many men will be needed as a crew for that ship?"

Chances are their estimate of the ship's complement would be low. Why? Because they wouldn't realize the tremendous capacity of the ship, or the great variety of tasks the ship would be called upon to perform, and the range of skills needed by the crew to back up those tasks.

Similarly, many a sailor reporting aboard his first ship has an idea that a ship's main purpose is to carry people from port to port and all the sailors have to do is to "sail" her across the water. It isn't long, however, before a greenhorn realizes that "sailing" a Navy ship is just one part of the over-all job.

A basic precept of the Navy is that a Navy ship, in carrying out its assigned missions, must be prepared to go anywhere on the navigable seas for any length of time.

Take the case of a typical Pacific Fleet cruiser that has just returned from the Korean theater to its home yard, San Diego. While operating in Korean waters over a seven-month

period the ship had slugged it out with enemy shore batteries, bombarded port installations for weeks on end, captured several blockade-running sampans and sunk several floating mines.

This was the total of her "direct" action against the enemy. All during that time, however, the ship had to be prepared for whatever might have come her way in the form of enemy air, surface or sub-surface attack. Every man on board had—not one—but several jobs to do and he had to be qualified in them all.

During her stint of Korean duty the cruiser had been reprovisioned and refueled many times while underway. This tactically valuable and much employed operation enables U.S. ships to remain on station for long periods. But it also calls for extra men. In refueling underway, for instance, just about every man in the deck and engineering forces has a specific fueling station.

Communications, too, calls for additional specialized personnel with qualifications in their field as well as seamanship. Aboard ship you'll see as many radiomen as say, gunner's mates. That's because the great majority of Navy vessels maintain a

radio watch 24 hours a day, seven days a week. Many of the radio messages are sent and received in coded form. Decoding or encoding such messages calls for additional man hours.

Another form of communications calling for specialized techniques is visual communications. Except for auxiliary vessels, most Navy ships travel in formations of two or more rather than singly. Business that concerns even a two-ship group is conducted by visual—semaphore, flag hoist or flashing light. Junior ships report to their senior daily their fuel oil status and noon position. The senior ship, on the other hand, is constantly signalling changes of course and speed and various inter-ship exercises. This calls for a 'round-the-clock shipboard watch.

With only a few exceptions—hospital ships, survey ships, barracks ships—all Navy ships are "ships of war." Even auxiliary ships and amphibious ships provide for ship defense procedures similar to those of major combatant ships. A battle bill listing a definite location for each officer and enlisted man in the ship's company will be found not only on 50,000-ton battleships but on 1500-

ton fleet tugs as well as on practically all ships in-between.

Auxiliaries also have their own special supporting functions to perform. These functions in themselves mean an increase in the ships' duties and in the size of their crews.

For instance, a seaplane tender has many men in her complement whose main job is to keep the attached seaplanes in condition. These "repairmen" have little to do with the ship itself, since they perform an "outside" function. Nevertheless, they must be berthed and fed by the tender.

The typical fighting ship's organization calls for many different ratings. A destroyer, for example, represents more than 30 different ratings—and each rating includes the various pay grades built into it. Varied ratings mean varied trades and skills.

Let's keep the spotlight on this side of the picture for a closer look. Keeping the ship and crew operating as a fighting unit requires, first of all, the performance of the day-to-day occupational duties. These duties include both "crew-to-ship" functions and "crew-to-crew" functions.

Crew-to-ship functions include both the previously mentioned routine maintenance tasks and the more specialized tasks, such as keeping in peak condition the following:

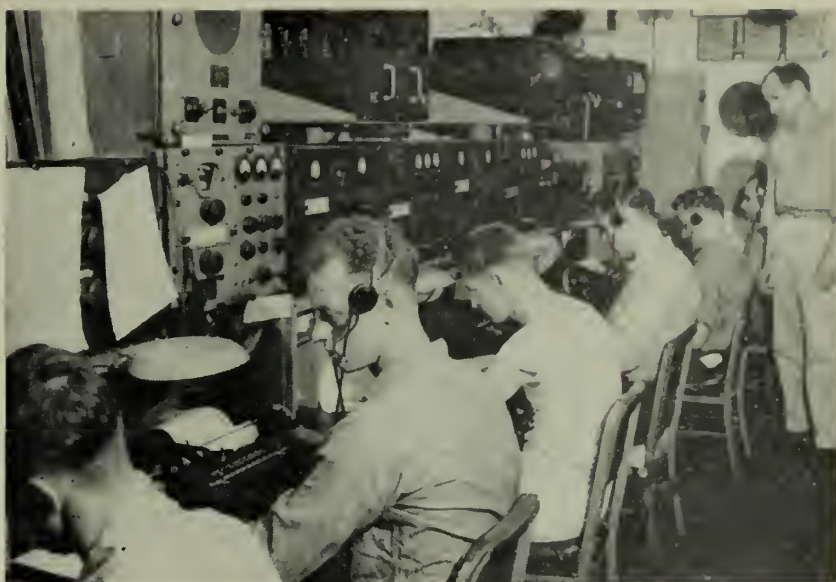
- Propulsion and electrical plants
- Radar and sonar systems
- Ordnance and fire control systems.

Crew-to-crew functions include:

- Feeding and paying the crew
- Providing for their medical care
- Looking after their administrative matters—promotions, discharges, and reenlistments and maintaining personal records

In addition to the shipboard occupational duties there are emergency tasks that also must be performed. A Navy ship provides for these emergencies by means of an organizational set-up called "bills." There are "boarding ship bills", "landing party bills", "plane rescue bills" and "fire and rescue bills" (for assisting another ship).

Such occupational duties must be performed in addition to the watches required in everyday steaming. Typical watches are: steering engineerroom watch, duty lifeboat



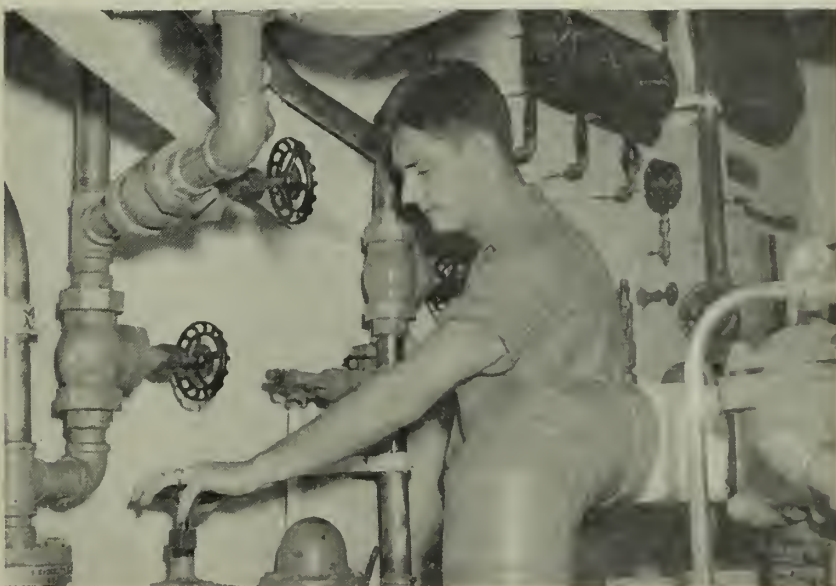
IT TAKES skilled sailors to handle the intricate electronic devices used by a modern navy. Here men process messages in an AD's 'radio shack.'

crew watch, signalman watch, bridge messenger watch, evaporator watch, throttle watch and duty cook watch.

Shipboard watches become more intensified in the intermediate stage between every-day steaming conditions and conditions when all hands are at battle stations. These are the Condition III watches. During these watches gun crews made up largely from non-rated men of the deck forces help man the guns; men performing clerical and disbursing duties are called upon for radar or

bridge watches. Other men double up at damage control stations. Additional watches are stood in the engineering spaces.

The pay-off comes when the word "All hands, man your battle stations" is heard throughout the ship. With every man at his battle station and with every piece of shipboard fighting gear manned and ready for use against the enemy, the reason for each man needed on board a Navy ship can readily be seen—in any battle, there's no prize for second place.



MACHINIST'S MATE, in maze of pipes and gauges, adjusts air valves in fire-room No. 1, of USS Albany (CA 123) — another job in ship operation.



Rubes Are Ready—But Rubies Are Rare

Navymen the world over like to pick up souvenirs, mementos and gifts for their loved ones, particularly at this time of the year with Christmas coming on. The following article is intended to help the Navyman avoid the pitfalls of so-called bargains in one particular commodity through which his wallet has suffered financial reverses in the past—that is, precious and semi-precious gems.

The author of the following ma-

terial, Commander John Sinkankas, USN, is a real expert on the subject which is his hobby. He entered the Navy in 1936 from college, receiving his wings in 1937, and since then has served continuously in various capacities in Naval aviation. Making the study of mineralogy a hobby since grammar school days, he has recently won the coveted title of Certified Gemologist, American Gem Society. An accomplished amateur

cutter of gem stones, he has several examples in the collections of the National Museum in Washington, D.C. Among these is a 538-carat aquamarine, possibly the largest aquamarine ever cut by an American cutter. President of the Lapidary Club of Washington, D.C. and member of the Mineralogical Society there, CDR Sinkankas is author of many articles and assistant editor of a magazine in mineralogy.

PRACTICALLY every Navyman who has served a tour abroad or visited a foreign shore has come back with souvenirs varying in price according to his tastes and the size of his pocketbook. Some of the purchases turn out to be howling bargains but others unfortunately are strictly lemons. Prominent in the latter category are 'precious' stones.

The lure of getting a "real find" has caused many a sailor to give up some hard-earned cash for a stone which may be literally worthless, whether the purchase is made in some U.S.A. port city or a foreign elime.

Phony diamonds can be had by the bucketful in countries bordering on the 'Mediterranean,' imitation sapphires and rubies flash a welcome on the shores of Ceylon and Burma; thinly encrusted cultured pearls glitter on the marts of the Orient. Many a time the otherwise seasoned Navyman has fallen for the fast sales talk and smiles of unscrupulous salesmen. In no other field of selling is it quite so easy to get stung as in that of precious stones. The season on suckers is never closed and there is no bag limit.

That's all fine, you say, but what should a Navyman do when he makes liberty in some exotic port and can see all the lovely, glittery stones for sale which he knows would make a big hit with his sweetheart at home?

If he's afraid to buy he might miss a bargain, but if he buys he might get stung.

Here are some pointers that may help you out of this pickle and get you your money's worth.

First, get away from the idea that the person who is selling the "precious stones" to you doesn't know their real value. He may look as though he never cracked a book in his life, but he probably cut his baby teeth on a ruby crystal or a piece of jade. If a seller comes up with a genuine diamond, ruby, or whatever else it is, and offers it to you for a terrific bargain, you should be able to put two and two together and figure that something's very wrong with the deal. There are exceptions of course and Navymen have found bargains, on occasion, but a lot more "finds" have been merely bright colored glass.

Second: If you are going to buy precious or semi-precious stones, do what you would do in your hometown—buy from a reliable dealer. The names of reliable merchants in foreign countries can always be had by asking at the administrative offices of service activities where you are stationed, or at the American con-

sulate or embassy. In other words, investigate—then buy.

Third. If you do buy, rather than purchase a lot of inexpensive and inferior items of indifferent quality, you will make out much better by buying a single stone of good quality.

Fourth, get a receipt for your purchase whenever possible. You will find it useful in making customs declarations on your purchases.

Finally, know the regulations concerning the import of dutiable goods and know the limits of the free import quota allowable to you as a serviceman. The customs laws and regulations with respect to duty free entry of personal and household effects are contained in Navy Department Bulletin, July-Dec. 1949 (49-552) p. 105. Of course, regardless of the amount of your purchases you must declare them all to customs officials on the proper form. If you go over the free import quota, the duty on the article you buy may be quite high. Therefore don't overspend overseas and be unable to pay the duties on your purchases, and don't try to fool customs officials. They are famous for tracking down slickers trying to put one over on Uncle Sam.

The gem stones most commonly sold abroad are briefly described here along with some of the points of recognition which help to tell the genuine article.

• **Ruby**. This is red sapphire. In order to be called ruby, the color





must be red and not pink. Stones over one quarter inch in size of fine color and free of flaws, specks, or bubbles, are very rare and may *cost more than diamonds*. Most rubies sold in Ceylon and Burma have a number of specks and "inclusions" in them which can be seen with the naked eye. Synthetic rubies, commonly sold as genuine, can be told by the fact that they are *too* perfect and *too* cheap. A magnifying glass is usually all you need to tell fake rubies — if you see perfectly round gas bubbles in the stone, it's either ordinary glass or a synthetic. Rubies and sapphires are harder than any other common material except carborundum and diamond, thus they will readily scratch window glass (but a synthetic will too!) and they cannot be scratched by a file.

• **Sapphires.** These have the same chemical composition as rubies but consist of all colors which are not red, for example: blue, brown, green, yellow, orange, pink, purple, and colorless. Ceylon sapphires are generally a light blue color and the naked eye can see the color bands which have straight sides and angles. Burma sapphires are darker blue and somewhat cloudy inside. If you see any sapphire with the straight bands of color it proves it is genuine since the synthetics and glasses always show bands and bubbles in nice even curves. Flawless and fine colored sapphires in blue can cost as much as \$100.00 per carat, so if a terrific bargain comes along—be suspicious. Best colors are rich blues, evenly distributed. If color is mixed with purple or seems dingy or dull, the price goes way down. Good yellows are fairly expensive, several dollars a carat in Ceylon. Natural orange sapphires are very rare and expensive. Greens, purples, browns, and pinks are cheapest except if in very fine, clear, pure colors. Ordinary cut stones of several carats' weight shouldn't cost more than a few dollars. A fair to good blue may be ten dollars or more for a stone about one half inch long. Colorless sapphires

are worthless, not worth buying.

• **Moonstones.** Once you have seen a real moonstone you will never mistake it. The only source of supply is Ceylon and so far as is known, they do not have any imitations — consequently all you see are probably genuine. In small sizes, say one-quarter inch in diameter, you shouldn't pay more than a quarter, but if you get any, try to get a moonstone at least ½ inch in size, thick, and of a bluish sheen rather than whitish. These sizes will cost several dollars and are a good buy. The bluish sheen in a moonstone should be smack on the top of the stone—if it isn't it's not cut right.

• **Zircons.** This stone in the colorless variety can be easily mistaken for a diamond since it blazes well and shows the spots of color, called "fire". It can be told easily from the diamond by looking inside the stone with a magnifying glass at the joints made by the back facets. In the zircon, these joints will show up doubled and fuzzy, as if you were looking at them through a pair of bad eyeglasses. In the diamond the back facets appear clean and sharp. Quarter-inch zircons, colorless, bring about one dollar, maybe a little more. Blue ones are a little higher. They have other colors too, such as brown, reddish, yellowish, and green — these are generally less expensive. Blue zircons should be even in color across the stone. They do not wear well in rings, scratching and chipping badly in a short time. They are satisfactory for pendants and earrings however.

• **Chrysoberyl.** This is a very hard and fine gem stone but it isn't too common. One variety from Ceylon is dark brownish with a light streak across the top, the so-called "cats-eye". One of these in good rich color with a sharp, narrow, even bright "eye" and about one half inch long

may be worth up to several hundred dollars. Honey-colored catseyes about one quarter inch in diameter are worth about \$5 to \$10.00 in the Orient. This type shows a bluish eye. If the stone is high, the eye will be sharp; if flat, the eye will be broad and dull. *Quartz cats-eyes* which look like the real thing can be sold at a terrific price to the unwary. The way to tell real chrysoberyl is that it is almost transparent and the fibres which make up the eye can't be distinguished without the help of a strong magnifier. In quartz, the light trickles through only with difficulty and the fibres are coarse, and colors are not so bright.

• **Tourmaline.** This gem stone comes in practically every color of the rainbow; however the ones you will see most are greens, reds, and pinks. The greens are distinguished by the two colors that can be seen in the same stone, a peculiarity of tourmaline. Take a green one, for example. As you look at the top, it will appear to be green or bluish green. Now hold it edgewise and look through the "girdle"—you will see in some direction along the girdle a dark dingy olive green color. This spots it as a genuine stone. Blue tourmalines show two different colors the same way except one may be so dark it appears black. Brown tourmalines ditto. Pinks and reds are tougher to recognize. They show the two colors but not so plainly; however, these stones are seldom found in absolutely pure material — there are almost always some small flaws which are the tip-off. Black tourmalines have no value and colorless ones are so rare it isn't worth talking about them.

• **Beryls.** These include green (*emerald*), pale green and blue (*aquamarines*), yellow (*golden beryl*), pink (*morganite*). Colorless beryls are as rare as hen's teeth.

The best **emeralds** come from Colombia in South America and, practically speaking, this country is the only source of commercial supply. So if you see any in Europe or the Orient — be careful! In Europe, for



example, German and French artisans turn out beautiful glass imitations of emeralds — complete with flaws! Flawless emeralds are rare — and if you get one that is a deep grass green color and clean inside, it's probably worth more than a diamond of the same size! Synthetic emeralds look and test like the real thing — it takes a genuine gem ex-



pert to spot the difference. A lot of these synthetic emeralds have found their way to the Far East, so the best advice is not to buy *any* emeralds in the Orient.

The best *aquamarines* come from Brazil. Occasionally some sharp operator will slip in a blue topaz and sell it for an aquamarine, making a nice profit, as blue topaz is worth a lot less. Aquas are very clean inside so it's tough to tell anything that way. The best bet is to buy aquas only in Brazil and avoid any which are for sale in the Far East. There is no easy test for these stones so you will have to depend on a good respectable dealer to avoid getting stung. The bluer an aqua the more expensive it is; they sell for \$10.00, or less, a carat in Brazil.

Golden Beryl is really tough to tell from any other yellow stone. The best advice is to avoid them unless you're buying from a reliable dealer. They are quite rare and come mainly from Brazil. *Morganite* can be had in Brazil and usually contains flaws. It is generally pale pink and should cost less than good aquamarines.

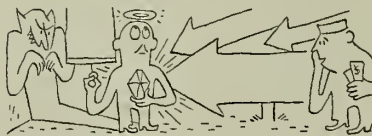
• *Quartz*. This species includes purple (*amethyst*), smoky (*smoky quartz* or *cairngorm*), pink (*rose quartz*), yellow (*citrine*, "*Spanish topaz*", "*topaz quartz*", etc.), and colorless (*rock crystal*).

A genuine *amethyst* seldom has its color evenly distributed in the stone. You can almost always tell the real McCoy by turning the stone around in a good light and sooner or later spotting the *straight* bands of color. The only other stone which looks like an amethyst is the purple sapphire they call "oriental amethyst", and if you don't pay much for that you still have a good buy. Purple synthetic sapphires and glasses are common, so

beware — look for *straight* bands of color. Best grades are a deep rich purple and cost a couple of dollars per carat in Brazil and Uruguay, which are the countries for this gem. The stones from South America are also easy to tell in another way — take one out in the sunlight and it will be a bluish violet, take it inside under artificial light and it will be reddish purple — a fairly distinct color change. Pale washed-out amethysts aren't worth much.

Smoky quartz is a safe buy but costs only a few cents a carat. It's so cheap that no one bothers to imitate it. Best colors are a rich brown with orangish reflections. Brazil is the place for these. Ceylon has them too.

Citrine or *yellow quartz* usually has the name "topaz" hung on it by most dealers, even in the U.S.A. — however it's definitely not correct to do so. Real topaz in rich yellow, golden, or orange-yellow colors is not common and consequently expensive. When you see a "topaz" selling for a few cents up to a dollar a carat,



don't be fooled, it's only yellow quartz.

Colorless quartz or rock crystal is in most cases not worth buying. It doesn't look like much unless it's unusually well cut and in a large size. Don't bother with it. This goes for all other colorless stones too except diamonds and zircons.

• *Topaz*. This comes in the following colors: yellow (golden topaz), orange or reddish yellow (Imperial Topaz), blue, colorless (practically worthless), green (very rare), pink (rare), red (extremely rare).

Real topazes are nice stones, but are costly. A fine colored stone is really something but if you are not careful a yellow quartz will be sold to you as yellow topaz and, in turn, a blue topaz might be passed off as the more expensive aquamarine. It's very difficult to tell real topaz apart from other similar stones. Since it's very hard it causes the cutter a lot of trouble and the facets are apt to have small straight scratches on them. Blue topazes usually have "veils" of bubbles in them and are more steel blue in color than aqua-

marines. Imperial topaz usually looks reddish along the ends of the stone. Topaz is very heavy and if you could weigh a citrine of the same size against the topaz, you will find it to be a lot less heavy than the topaz.

Pinks, greens, and reds are very rare and chances are you won't see one. Colorless topazes are for sale in Brazil and Japan, especially in the latter place. Yellows and Imperials come mainly from Brazil, and you should be very careful in buying them elsewhere.

• *Alexandrite*. This stone (even though it is a variety of chrysoberyl) deserves separate mention because so many Navymen come back from the Orient with an "alexandrite". Real alexandrites are so rare and so expensive that the ordinary customer simply cannot afford to buy them. Two places in the world produce genuine alexandrites: Siberia, where they are grayish-bluish in daylight and pale red under artificial light, and Ceylon whose genuine stones are dark olive green under daylight and very dark red under artificial light. Do these sound like the alexandrite you bought? Don't be surprised if you have gotten hold of a phony which is nothing more than synthetic sapphire. The synthetic material, like most that you will see in the Orient, comes from Europe (Switzerland and France) where it is produced by the bushel. The synthetic stone is nice looking but it's not worth more than about a dollar per carat. So remember, if you see a so-called "alexandrite" which is *clean* inside, has a nice sort of greenish or bluish color in sunlight, and a nice pink or rose red at night, it's almost certain to be a phony. Real Siberian stones are usually pretty badly flawed and never come over one or two carats. Real



Ceylon stones are a dark olive green in daylight, and no Ceylon jeweler is going to give you one for a dollar a carat!

• *Jade*. Everybody buys this in the Orient and, happily, most of it is genuine. There are two kinds of real jade, one is called jadeite and is hard, very shiny when polished and rather *granular* in appearance under the

surface. The other type is nephrite and is waxy looking, not glassy like jadeite, and the fibres are so small you can't see them and thus get the impression of a smooth texture in the stone. Phonies are also available, usually made out of soapstone and serpentine. The test is simple—scratch them with a pocket knife! Both the soapstone and serpentine will scratch readily, the soapstone especially. On real jades, the knife blade will just slide along. In jade it's the color that



counts. Pure snowy white is valuable but it should be a true *white*, emerald green is also very expensive particularly when it's pretty solid in the piece and bright in color; emerald spots on a background of snow white also indicate fine quality. Rare colors like lavender, yellow, orange, and red are collectors' items. Jade carvings of a good size may be worth a couple of hundred dollars, depending on color and beauty. Smaller carvings run down as low as \$25.00. Tiny carvings run down to a dollar or so. A fine emerald green jadeite ring stone of solid color can be worth a good deal, particularly if its translucent. Tastefully executed carvings are usually the work of a master and almost always expended only on worth-while material.

• **Cultured pearls.** These are only raised in Japan and that country is the recommended place to buy them. Purchases can be made through the Service Exchange. The more deposit of "naere" on the pearls, the more expensive.

• **Opal.** The only large commercial supply of opal is from Australia. There are two types, black and white. The black is more expensive and does not suffer the milky cloudy appearance that characterizes the white opal. The latter is good quality if you can see the flashes of color from a distance of about three feet in good light. If you have to look at it closely under a strong light, it's too milky.

• **Star Stones.** Star sapphires and rubies should have the star exactly in the center of the stone on top. Lop-sided stars are low in value or practically worthless. All six legs of the star should be of the same length and brightness. Fine blues and reds

are most expensive, grays and whitish-grays are least expensive. Pink stars are seen, but if they're pink and not red they are not rubies. Synthetic star stones are made in America but they are too perfect—no bands, no specks, no flaws!

• **Diamonds.** There's only one piece of advice on this precious stone. If you're in the market for a diamond, buy only from a reputable dealer, taking into consideration that, if you buy outside of the United States, the import duty over and above your tax-exempt quota must be considered in figuring out what the final cost will be to you.

Don't be fooled by various "tests" that a merchant will get up for your benefit concerning precious stones—most of them look convincing but do not prove that the stone you want to buy is genuine. For example:

There is the *hammer test*. The merchant places a sapphire on the pavement, then an English penny on top of that and finally smacks down hard with a hammer—presto!—an undamaged stone! Convincing? Yes, but it doesn't prove that the sapphire is genuine, it only proves that the stone is tough and probably not glass.

The *file test* is also unconvincing. However, it should be performed on all stones suspected of being glass which scratches badly under the file.

The *blowtorch test* is also a convincing one—and just as unreliable. A piece of glass and a synthetic are both placed side by side and the flame applied. The glass melts almost immediately while the "real" stone is unaffected by the intense heat.

As a final parting word—remem-



ber to use common sense. Buy when possible only through reputable merchants. Don't expect to get real rubies, sapphires, emeralds, and diamonds for a song. If you don't know where to buy get a recommendation from someone you can trust. And know the regulations concerning import tax exemptions and the requirements to report dutiable income. "Fixed" prices seldom exist in Latin, Middle East, or Oriental countries and it is accepted custom in such countries to bargain over prices.

HERE'S YOUR NAVY

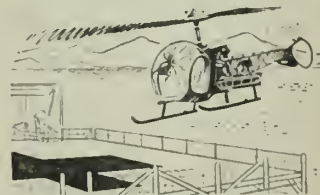
Repose, Consolation and Haven—three comfortable sounding names. Well chosen, too, for these are the names of the Navy's three active hospital ships. These three vessels have treated about



40,000 United Nations patients since the outbreak of war in Korea. Peak load was during October, November and December, 1950, when more than 7000 U.S. personnel and 723 U.N. personnel were admitted.

* * *

Of the three ships, *USS Consolation* (AH 15) was in active service at the outset of the Korean fighting, but *USS Repose* (AH 16) and *USS Haven* (AH 12) were reactivated and ready for duty in a few months. These floating hospitals have often operated close to the Korean coast, almost within sight of the battle lines. Such close support



enables the wounded to be flown by helicopter directly from the battle zone to the hospital ship. 'Copter landing platforms rigged topside on the fantail or alongside facilitate this time- and life-saving procedure.

* * *

Hospital ships are painted all white, except for a wide green hull band and several large red crosses. At night they are kept fully lighted. All this is to identify them in their mission of mercy. They carry no guns and under the pro-



visions of the Hague Convention (1907) are immune from enemy attack. The design of the three ships is similar and provides hospital space for more than 800 patients. An AH's nearest shore-side counterpart is a well-staffed, fully equipped naval hospital.

LETTERS TO THE EDITOR

When Does Shore Duty Terminate?

SIR: I received orders from BuPers ordering me to sea duty from a normal tour of shore duty on 10 August. Finally, on 2 October, I reported aboard ship. During that period I had been en route and had taken leave. The question is: What is my date of termination of shore duty?—A.D.R., RM2, USN.

• *The date of termination of shore duty (for purposes of computing sea/shore rotation time) would be the date you were detached from your last shore duty station, in your case 10 August. Further information on this subject is contained in BuPers Circ. Ltr. 36-50 (NDB, January-June 1950).—Ed.*

Payments to Survivors of Veterans

SIR: In the October 1952 issue (p. 55), you list the new figures for compensation and pension payments for disabled veterans and dependents of deceased servicemen, figures which were established by a new law, Public Law 427.

I think, though, you have one mistake in the listing. You state the new monthly payment for a widow of an eligible veteran with three children has been raised from \$106 a month to \$122 a month. I believe the rate in this particular case was raised from \$165 to \$179. How about that?—T.J.S., SK2, USN.

• *You are correct. The increase in payment rates from \$106 to \$122 applied not to widows with three children but instead to three dependent children whose mother (the widow) is also deceased.—Ed.*

Counting TAD School as Sea Duty

SIR: In mid-1951 I left my ship on temporary additional duty orders and reported to Great Lakes, Ill., for instruction in a Class "A" school. Eleven months later, my schooling completed, I reported back aboard ship. I know that this 11-month TAD did not count as sea duty for pay purposes, but how does it count as sea duty in regard to figuring shore duty eligibility?—E.K.F., ETSN, USN.

• *Your 11-month period of TAD counts as sea duty for purposes of computing eligibility for shore duty. Had it lasted another month, you would have crossed the line. The directive on this subject is BuPers Circ. Ltr. 36-50 (NDB, January-June 1950). It states that duty in the continental U.S. between sea assignments for a period of less than 12 months shall be considered sea duty for computation of eligibility for a normal tour of shore duty.—Ed.*

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Korean GI Educational Benefits

SIR: While attending college under the World War II GI bill, I was recalled to active duty. Now I have become eligible under the Korean GI bill which I believe to be less advantageous from a financial viewpoint. When I return to school will I be required to receive my benefits under the Korean GI bill or can I remain under the provisions of the older bill?—D.B.R., PIC, USN.

• *World War II veterans recalled to active duty while attending school under the GI Bill are considered to have had their education "interrupted." Upon return to civilian life they may resume this education if entitlement remains. If they have gained eligibility for the Korean GI Bill as a result of service since 27 June 1950, entitlement under the old bill may be combined with the new. However, a person may not receive more than a total of 48 months of schooling under the GI Bills, either singly or combined.—Ed.*

Overseas Duty for Waves

SIR: Are Wave hospitalmen eligible for assignment to overseas hospital duty? If so, what are the qualifications required in order to make application for transfer to overseas assignment, such as age and length of time in service?—B.J.F., HN, USN.

• *Enlisted women in general may request assignment to overseas duty in accordance with BuPers Instruction 1306.10. A waiting list for women requesting such duty is maintained by BuPers. Waves may submit individual requests for overseas assignments to the Chief of Naval Personnel (Attn: Pers B211f) via their commanding officer. Submission of request is no guarantee however that assignment will be made since personnel are assigned by rating in accordance with the needs of the service. There is no age qualification, but an applicant is not normally considered prior to one year's service at her present duty station.*

The only overseas hospital at which Wave hospital corpsmen are stationed is Tripler Army Hospital, Honolulu, T.H.—Ed.

FRs Retained as Instructors

SIR: What is the BuPers policy regarding duty for Fleet Reservists (both recalled and retained) now serving as instructors? Are such personnel subject to sea-shore rotation during this period of retention?—R. J. R., EMPC, USN.

• *Fleet Reservists, both those who have been recalled and those who have been retained on active duty after entry into the Fleet Reserve, who are now on instructor duty and who volunteer for such duty, may be retained in their present assignment as instructors up to two years beyond their current tour of obligated active duty service.*

Fleet Reserve instructor personnel voluntarily continued on active duty as above will not be rotated to sea or transferred to other duty.—Ed.

Allowance for Dependents' Travel

SIR: Some time ago I had my family leave our permanent home and join me at my duty station. After considerable travel, they arrived and stayed with me for 30 days. Then, because of an emergency, they returned to our permanent home. Am I entitled to reimbursement for the travel my family performed?—P.A.S., MML2, USNR.

• *You would be entitled to a monetary allowance for the travel your family performed to your duty station. Reason: they performed travel there for the purpose of establishing a home.*

Their return to your permanent home is another matter. In view of the fact that their return travel was not incident to an assignment or transfer, no transportation at government expense would be authorized for such travel.—Ed.

Leave Accounting

SIR: If a member on overseas duty is not able to take more than 10 days leave during his first three years of service, does he lose 20 days of the 90 days leave he has accumulated by the beginning of the fourth fiscal year? Then, if he takes 60 days leave during the fourth year, and at the end of the fourth year he is separated, is he paid for the 30 days accumulated leave plus the 20 days he lost at the beginning of the fourth fiscal year?—A.D.M., AK3, USN.

• *He would be paid for 30 days leave at the time of his separation. Article C-6402(14), Bureau of Naval Personnel Manual states, "The amount in excess of 60 days which is dropped on 30 June of each year, or upon processing for separation from active service, is irrevocably lost; it is not compensable in bonds or cash, and may not be taken as leave."—Ed.*

Men with Special Training

SIR: I plan to request active duty in the Navy soon. Could you tell me if there is any way I could get into a branch of the Navy where I could put to use the special training I received at college? I hold a master's degree in the field of guidance and counselling.—P.D., SA, USNR.

• One program in which your college training and experience can be utilized is the Officer Candidate Program. Under this program, qualified enlisted men of the Naval Reserve who are ordered to active duty may study for and earn commissions in the Naval Reserve. (See ALL HANDS, February 1952, p. 10.) Another program open to active duty enlisted men is the NavCad program for aviation cadets.

It is suggested that you also visit the nearest Office of Naval Officer Procurement while on inactive duty. If you are assigned to active duty as an enlisted man, when you get to your permanent duty station consult with your commanding officer for information on the appointment program, your eligibility to apply and the procedure to be followed in submitting an application.—Ed.

Highline to Surgery

SIR: Four times in seven months emergency appendicitis cases have occurred on board this ship, *uss Melvin* (DD 680). Each time our deck crew has rigged a highline and each time the patient has been safely transferred and safely operated on. We think that's about par for the course.

The first time was this past January while we were steaming in stormy weather off Cape Hatteras. A. W. Foster, FN, USN, got an attack and was lifted to *uss Worcester* (CL 144) for treatment.

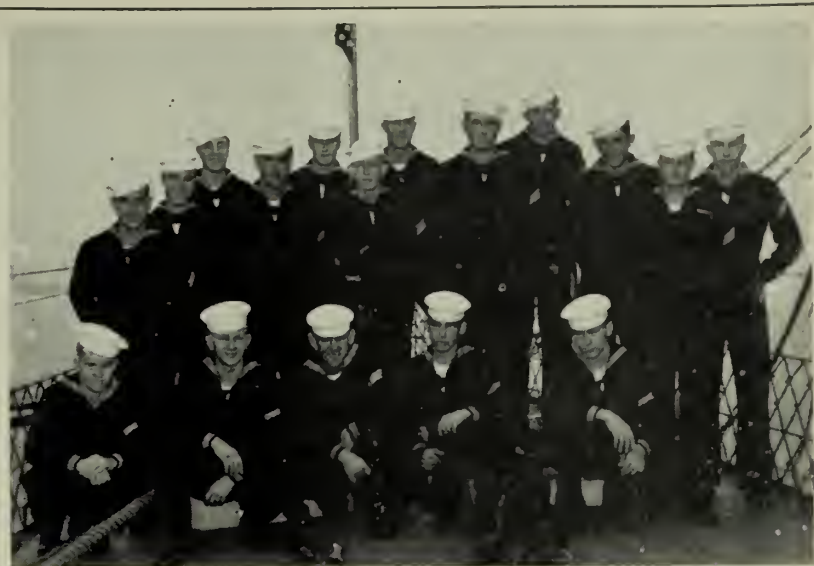
The second time was during Convex III in March in the Florida straits. P. J. Warren, TM2, USN, rode the highline to the safety of sick bay in *uss Thuban* (AKA 19).

The third time was during an intricate fast carrier task force maneuver with the Sixth Fleet in the Med. This time it was P. R. Territo, SN, USN. We put him aboard *uss Baltimore* (CA 68) for surgery.

Finally in July, with the Sixth Fleet still, our gun boss, Lieutenant (junior grade) John Patafio, USNR, got an attack and was transferred via the highline to *uss Coral Sea* (CVB 43).

All four men later returned to duty. If you care to join *Melvin's* "High Line Appendectomy Club" you'll find a fine taxi waiting to take you to the hospital!—R.T.C., Ensign, USN.

• For another example of how the Navy takes care of emergency medical cases on the high seas, see last month's issue of ALL HANDS, p. 38.—Ed.



BROTHERS-IN-ARMS—17 of the 18 brothers on board *USS Halsey Powell* (DD 686) pose on destroyer's forecandle before leaving the States.

These Brothers Like to Sail as Shipmates

SIR: It seems to me that all ships like to get into the act when they have something that tops another ship. *uss Halsey Powell* (DD 686), is no exception.

Powell, a 2100-tonner, is able to claim nine sets of brothers, including three sets of twins. The ship used to have eleven sets. Isn't that a record?

Enclosed is a picture (see cut) that shows 17 of the total 18 now on board grouped on the fo'c'stle just prior to the time the ship left the States last October. Left to right, back row, they are: Rony Simmons, SA, Howard and Lloyd Stumbo, both SA, Roy Simmons, SA, Robert Gibbs, GM3, Gerald Skaggs, SN, George Gibbs, GM3, LeRoy Holt, SN, Ray Carlton, GMSN, Kenneth Carlton, SA, and Arvest and Donald Kennedy, both CSSN.

Front row, left to right: Donald and Douglas Brashler, both SA, James Skaggs, SN, and Howard and Harvey Lloyd, both SA. Donald Holt, SN,

brother of LeRoy, was away at school at the time. The Simmons, Stumbos and Carltons are all twins.—Don Benson, JO3, USN, Staff, DesRon 17.

• *Powell* sure enough held the record for destroyers when she had 11 sets of brothers aboard. The previous high was reported last year by *uss Hollister* (DD 788). *Hollister* had ten sets, including three sets of twins and one of step-brothers.

In addition to receiving this word from *Powell*, ALL HANDS this month learned of what looks like the record number of brothers to serve on board any ship of the Fleet—31, to be exact. The largest number reported before had been 25 two-brother combinations and one three-brother combination serving in *uss Roanoke* (CL 145).

The 31 are serving with *uss Princeton* (CVA 37). The big group includes three sets of twins and one four-count 'em—four-brother combination!—Ed.

WO Appointments for Reservists

SIR: Recent editions of ALL HANDS have told of the appointment to warrant officer grade of CPOs and PO1s, both USN and USNR. Are Naval Reservists holding Continuous Active Duty billets in the Active Naval Reserve program ("stationkeepers") eligible for promotion to the grade of warrant officer?—G.S.L., PN1, USNR.

• No. Only USNR personnel who serve on active duty with the Regular Navy can be considered for, or temporarily appointed to, the grade of warrant officer (W-1). USNR Continuous Active Duty (CAD) stationkeeper and shipkeeper personnel fall within those cate-

gories of personnel excepted by law from appointment to temporary warrant or temporary commissioned officer status.

The temporary appointment of USN and USNR CPOs and PO1s to warrant officer (W-1) is made pursuant to section 302 of the "Officer Personnel Act of 1947." The law specifically excepts the following: "Fleet Reservists, personnel of the Naval Reserve ordered to active duty in connection with organizing, administering, recruiting, instructing, training or drilling the Naval Reserve, or ordered to temporary active duty for the purpose of prosecuting special work."—Ed.

Retirement Rules for Waves

SIR: Under existing retirement laws, how many years must enlisted Waves and Wave officers serve on active duty to become eligible for retirement? Is there a qualifying age limit? Also, when Wave personnel serve sufficient time on active duty, will they be permitted to qualify for Fleet Reserve status?—C.R.M., YNC, USN.

• An enlisted Wave must serve 30 years on active duty to be eligible for retirement unless transfer to the Fleet Naval Reserve is requested upon com-

pletion of 20 years' active duty, or unless she is retired prior to that time because of physical disability. There is no qualifying age limit.

A woman officer of the grade of commander of the Regular Navy, or a woman officer serving with the rank of captain as an assistant to the Chief of Naval Personnel, who attains the age of 55 or completes 30 years' active commissioned service in the Regular Navy or Naval Reserve (whichever is earlier) shall be retired on the first day of the month following that in which she attains such age or completes her service. Each woman officer of the Regular Navy who becomes 50 while serving in the grade of lieutenant commander or below shall be retired by the President on the first day of the month following that in which she attains such age.

When enlisted Waves have served sufficient time on active duty they may request Fleet Reserve status. Section 211, Public Law 625 (80th Congress) states: "All provisions of law relating to pay, leave, money allowances for subsistence and rental of quarters, mileage and other travel allowances, or other allowances, benefits, or emoluments, of male personnel of the Regular Navy, are hereby made applicable to women personnel of the Regular Navy."—Ed.

Guided Missiles School

SIR: The Guided Missiles School at Point Mugu, Calif., is the subject of my letter. What are the eligibility requirements and the procedure for applying for this training?—R.J.C., EMC, USN.

• Eligibility requirements for the Guided Missiles School provide that men in pay grades E-6 and E-7 must have at least four years' active naval service and at least one year continuous sea duty since last shore duty. For men in pay grades E-4 and E-5 the requirements are two years' active service and six months' continuous sea duty.

Other requirements: (1) Be a volunteer (2) Have at least three years obligated service upon entry into school (3) Possess a clear record (4) Be a good security risk (5) Have a minimum GCT/ARI score of 115. This is one of the Navy Schools for which the GCT/ARI score requirements will not be waived.

At the present time, however, BuPers does not desire individual requests from enlisted men for this training. Personnel requirements are met by periodic nominations from the Service Force Commanders when so requested by BuPers.

You may apply for nomination to your commanding officer but nomination does not insure selection for the school. Reason is that preliminary screening is done by the Service Force Commander concerned and final selection is made on a competitive basis upon receipt of nominations by BuPers.—Ed.

Home Study Under G.I. Bill

SIR: I am planning to take a correspondence course under the Korean G.I. Bill. How will the course be charged against my entitlement?

Also, what is considered full-time and what is considered part-time training?—K.E.D., JOSN, USN.

• (1) One-fourth of the elapsed time in taking the correspondence course will be charged against your entitlement. Elapsed time is measured from the date you enroll to the date the school processes your last lesson.

(2) Full-time training consists of at least 14 semester hours or its equivalent. Three-quarters time is between 10 and 14 semester hours or the equivalent. Half-time is between 7 and 10 semester hours, and less than half-time is 7 semester hours or below.

You are reminded that unlike the World War II G.I. Bill, the Korean G.I. Bill bars anybody from taking any course until he has been separated from the service.—Ed.

Rate on Retirement

SIR: When an EM retires after 30 years' active service does he retire in the highest rate held during his service or in the rate held at time of retirement?—J.H.R., YN3, USNR.

• It depends upon the circumstances. He retires at the rate held at time of retirement unless: (1) he served during World War II as a temporary officer prior to 30 June 1946, (2) he served in a higher enlisted or officer pay grade during World War I, or (3) he served in a higher enlisted or officer pay grade and was retired by reason of a physical disability.

In the event that he meets one of the above conditions he retires at the highest enlisted or officer pay grade in which he served satisfactorily.—Ed.

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order.

• USS WISEONSIN (BB 64) — The first anniversary Cruise Book since WISEONSIN was recommissioned, this one covering the period from 3 Mar 1951 to 15 Mar 1952, is now available. The 192-page cloth-bound book includes hundreds of photographs of personnel and activities, particularly during the Korean phase of operations. Copies may be purchased for \$3.00 postpaid. Orders with remittance should be addressed to Custodian Recreation Fund, USS WISEONSIN (BB 64), Fleet Post Office, New York, N. Y.

Workhorses of the Fleet

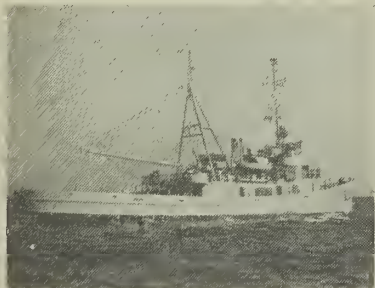
SIR: I have been reading ALL HANDS since my enlistment in the Navy and really appreciate the straight dope your magazine puts out.

But I have one complaint—you always publicize the large ships. How about the "workhorse of the Fleet," the always-ready ATF? —D.E.B., PNSN, USN, USS ABNAKI (ATF 96).

• Maybe you should read the magazine more closely. Take a look at the last two issues of the magazine which contained stories and photos of DDs, LSTs, LSMs, DEs and ocean tugs. The lead story in the November ALL HANDS was on the small sweeps.

In the September issue this year, ALL HANDS carried a feature article on destroyers and another about awarding the Navy Unit Commendation to small ships and landing craft. The August issue contained an article on icebreakers and the June issue contained a picture of guess what?—your ship, USS ABNAKI. Take a look at page 40 of that issue. Herewith a photograph which we just received in the mails, of your sister ship USS ARIKARA (ATF 98).

For your information, and that of other "small ship sailors," ALL HANDS is eager to print your story if it's a good one and worth telling. Write it up, try to take a couple of photographs, and send it to the Editor, ALL HANDS Magazine, Bureau of Naval Personnel, Room 1809 Arlington Annex, Washington 25, D. C.—Ed.



USS ARIKARA (ATF 98) — Small ships like this one do a big job.

Submarine Mossbacks

SIR: In the October issue of *ALL HANDS*, your story about Shellbacks failed to mention three submarines which also rounded the Horn in 1947. They were *Conger*, *Cutlass* and *Diablo*.—J.W.S., ENS, USN.

• Our story, as originally written, included the following sentences in the last paragraph: "Later in the same year three more submarines rounded the Horn. These vessels, *uss Conger* (SS 477), *uss Cutlass* (SS 478) and *uss Diablo* (SS 479), were also on a training cruise and, like the *Oriskany* group, rounded it from east to west."

In making up the page, it was necessary to delete several lines to make the story fit. Unfortunately, mention of these subs was omitted.—Ed.

Advancement After Separation

SIR: If a Naval Reservist received a passing grade in a service-wide competitive examination for advancement in rating while he is on active duty with the Regular Navy and is released to inactive duty before his advancement can be effected, can he be advanced in his rating while he is in an inactive duty status?

My interpretation of BuPers Circ. Ltr. 151-51 is that such a Reservist, after his release to inactive duty, can be advanced to the next higher pay grade as a result of this examination.—L. P., YNT2, USNR.

• Your interpretation is correct provided the Reservist meets all the requirements outlined in BuPers Ltr. 151-51 (NDB, July-December 1951).

The directive states that an individual's ability in rate for which he is found qualified is not immediately impaired because of his release to inactive duty or separation from the naval service. Therefore, both Regular and Reserve personnel who have successfully passed advancement examinations through regularly scheduled service-wide competitive examinations, and have been transferred for separation or released to inactive duty before advancement could be effected, may be advanced after release from such active duty provided membership is continued in the Naval Reserve under an unexpired enlistment or extension of enlistment. In the case of personnel who are discharged, membership in the Naval service must be re-established by enlistment or reenlistment in the Naval Reserve within three months of the date of discharge. Advancements may be effected only to fill vacancies if candidates are members of organizations in the Naval Reserve having limiting allowance or quotas established.

Advancement under these conditions should be effected within six months of the date it would normally be authorized if the candidate had remained in the Regular Establishment. Otherwise, the examination will not be considered valid any more.—Ed.



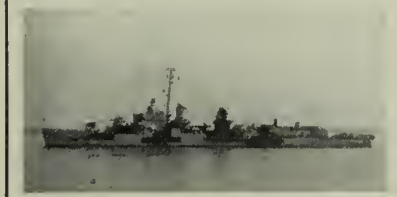
USS BLUE (DD 387)—Broken-decker of Craven class, sunk in World War II.

What Happened to USS Blue?

SIR: Please help to set me straight by giving me the date and place of commissioning of *uss Blue*, a destroyer. I am speaking of the 1630-ton *Blue*, a DD that carried a bow number slightly lower than 400. I believe that she was commissioned in mid-1937 at Portsmouth, Va.—D.B.T., BMC, USN.

• You are speaking of *uss Blue* (DD 387), a 1500-ton, broken-decker of the Craven (DD 380) class of 1934. She was built at the Norfolk (Va.) Navy Yard and commissioned 14 Aug 1937. On 23 Aug 1942 she was sunk by torpedo fire from a Japanese destroyer. She rests in Guadalcanal's Ironbottom Sound.

A second *Blue*—DD 744—was commissioned 20 Mar 1944. This New York-built, 2250-ton flush-decker is a member of the Pacific Fleet Cruiser-Destroyer Force and is now serving as flagship of Destroyer Squadron 13.—Ed.



USS BLUE (DD 744)—Flush-decker, now flagship of Destroyer Squadron 13.

Duty in Anzac Country

SIR: I am very much interested in duty as HMC in New Zealand or Australia. Can you tell me what my chances are of getting such duty? If there are no billets at either of these places what would be the nearest station to New Zealand where I might apply?—F.B.D., HMCA(T), USN.

• The Navy is spread all over the world but it has no shore billets for IIMs in New Zealand or Australia. The nearest you might get would be the Philippine Islands or Guam.

Requests for either of the latter two places must be submitted to the Commander Service Force, U.S. Pacific Fleet, who maintains a waiting list from which enlisted personnel are selected for such assignments. Eligibility requirements for this list include a minimum of one year sea duty since last shore or overseas duty.—Ed.

Commissions for Enlisted Waves

SIR: Is there a program through which enlisted Waves with some college education (but no degree) can apply for a Navy commission? I know that enlisted men can apply for NROTC and NavCad programs but it seems that no such program exists whereby the women can obtain a college degree and commission.

I have inquired at various bases about this subject but have found no definite information.—J.J.L., YN3, USN.

• Under present directives, there is no educational program for enlisted women of the Navy which leads to a college degree or to an appointment in the Naval Service. The educational requirement for appointment to Line, 1105 (USNR) or Supply Corps, 3105 (USNR) for enlisted women for immediate active duty is a baccalaureate degree from an accredited college or university.

Those applicants selected for appointment under this program are ordered to Newport, R.I., for a four-month indoctrination course and agree to service on active duty for two years.

For a new program offering opportunities for commissions to enlisted personnel, both men and women, see BuPers instruction 1120.7 of 18 Sept 1952, and the article in this issue, page 52.—Ed.

New Rating of Postal Clerk

SIR: Can you tell us if the Navy plans to change the teleman rating back to the war-time rating of mailman or establish a new postal clerk rating? We have heard rumors to the effect that a general service rating for postal clerk will be established.—B. R., TE1, USN.

• The establishment of a general service rating of postal clerk has been under study for some time. The Rating Structure Review Board has recommended establishment of the rating of postal clerk but no action has yet been taken.

When official information on this and other possible rating changes is available, that information will be carried in *ALL HANDS*.—Ed.

Origin of Church Pennant

SIR: In one issue of *ALL HANDS* (July 1952, "How Did It Start," p. 46), a small article was devoted to the Church Pennant. I wonder if you would be interested to learn of the origin of the pennant in the [British] Royal Navy?

When the Dutch and British were not on such friendly terms, in fact they were at war, the fleets observed a Sunday truce. This they accomplished by stitching together the ensigns of both navies which built up a pennant flown while the Sabbath was being celebrated. The colours are retained to this day.—H. A. M., Royal Navy.

Thanks for your explanation of the interesting, and appropriate, origin of the Church Pennant.—Ed.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, *All Hands Magazine*, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D.C., four or more months in advance.

• *uss Barton* (DD 722) — The fourth reunion of the World War II crew is scheduled for 15 to 17 May 1953 in Washington, D.C. All who have served on *Barton* are urged to attend. Inquiries may be directed to F. M. Shore, Jr., 9915 Dickens Ave., Bethesda, Md.

• *PT Officers* — Former PT officers are invited to attend the annual Spring reunion of Peter Tare, Incorporated. The reunion will be held the third weekend in April 1953. Interested persons may write Peter Tare, Inc., Box 1682, Grand Central Station, New York, N. Y.

• *uss Ralph Talbot* (DD 390) — All hands who served aboard *Talbot* during any part of the period from commissioning in 1937 until 1943, and are interested in holding a reunion at time and place to be decided, please write LT. L. A. Wilson, USN, U.S. Naval School (Net), Tiburon, Calif.

• *uss Nashville* (CL 43) — All hands who served on board *Nashville*

between 1 Nov 1940 and 1 Nov 1944, who are interested in attending a reunion at a time and place to be decided, please contact Marvin D. Hughes, 109 Lake St., Madisonville, Ky.

• *uss San Jacinto* (CVL 30) — All former officers who served in *San Jacinto* during World War II are invited to attend the eighth annual meeting of the ship's "One More Operation" Society at a place and date to be decided. Former shipmates are urged to contact Reverend Deitrich B. Cordes, St. Paul's Episcopal Church, 85 W. Main St., Norwalk, Ohio, or LCDR F. Cortese, Jr., USN, *uss Navasota* (AO 106), Fleet Post Office, San Francisco, Calif.

• *The Navy League of the United States*: The Navy League of the United States will observe its 50th Anniversary in December 1952. Ceremonies appropriate to the occasion will be centered around the League's annual meeting to take place in Washington, D. C. 4-6 December. Information may be obtained by writing to "The Navy League of the United States, Mills Bldg., Washington, D. C."

Precedence of USNR officers

SIR: We refer to the Letter to the Editor, *ALL HANDS*, September 1952, p. 28, regarding the method of computing precedence of Reserve officers ordered to active duty. BuPers Manual, articles H-1504 and H-1505, outline instructions for computing precedence of Reserve officers in time of national emergency or war. No information or directive is found here, however regarding your statement that no distinction is now made for precedence between active

and inactive duty in determining seniority of Reserve officers. What is the source of your statement?—C.L.T., LT, USN, and M.E.F., LT, USN.

• *The method of determining precedence of Naval Reserve officers was changed by the Officer Personnel Act of 1947, Public Law 381 (80th Congress), and subsequent administrative actions evolving from that law. BuPers Manual, articles H-1503 and H-1504 are now being revised to conform to Public Law 381.*—Ed.

NROTC Contract Students

SIR: I have been unable to find any definite answers to three questions regarding NROTC Contract Students in any of the current directives concerning the release to inactive duty of Reserve officers. Perhaps you can help me.

One year ago I was commissioned an ensign, USNR, from the NROTC Contract Student Program:

(1) When may I expect release to inactive duty and for how long am I obligated to keep my commission?

(2) May the time between release from active duty and the expiration of my obligated time to retain my commission be spent in the Inactive Reserve, or must the time be spent in an Organized status, excluding possible cases of hardship?

(3) BuPers Circular Letter No. 12-51 (paragraph 2C) states that officers who received financial assistance while attending a civilian college, would be required to serve an extra year on active duty. Does the 90 cents a day subsistence I received the last two years of my schooling (I paid my own tuition and books) place me in this category?—D.D.F., Ensign, USNR.

• (1) Officers in your category are eligible for release from active duty upon completion of 24 months continuous service and are obligated to retain their commissions for eight years from the date they were initially commissioned in accordance with the provisions of Public Law 51 (82nd Congress). However, it should be noted that Naval Reserve officers hold their commissions for an indefinite period at the pleasure of the President.

(2) You will be obligated to participate in the Organized Reserve until your period of active duty and Organized Reserve service totals eight years.

(3) You will not be required to serve any extra time.—Ed.

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buildings will contain a two-million electron volt generator and also a 20-million volt betatron (a device for accelerating electrons to high speeds by magnetic induction).

The generator will be housed in a four-story tower portion of the L-shaped structure. The betatron will be housed in a heavily shielded room with seven-foot thick concrete walls and a four-and-a-half-foot thick ceiling.

For added protection against the tremendous radiation emitted by the accelerator, its beam will be pointed at the concrete wall in the direction away from the laboratory.

As a further precaution against possible radiation, the beam is directed at a general area where there are no dwellings for seven miles on the other side of the wall.

Battleship-Cruiser Force

The battleship-cruiser force, Atlantic, a command title that had been in mothballs since 1948, has been restored to the Atlantic Fleet.

The "Cruiser Force, Atlantic," which has been swelled by four cruisers and the fast battleships *uss Wisconsin* (BB 64) and *uss New Jersey* (BB 62), has been redesignated the Battleship-Cruiser Force, Atlantic.

The Battleship-Cruiser Force first came to fame under the name "Atlantic Squadron" during the Neutrality Patrol days of 1939-40. It was reduced to "Cruiser Force" in 1948, when the *uss Missouri* (BB 63) was the only battleship not in mothballs.

Streamlined Bombs

Externally-carried bombs are being streamlined to enable high-speed aircraft to travel even faster.

Engineers point out that a plane carrying three 2000-pound bombs of a newly-developed cigar-shaped design can travel better than 50 miles per hour faster than a plane mounted with three standard-type bombs of World War II. Under like conditions, range of the airplane is similarly increased.

Wing tanks are also being slimmed down. In actual tests, the Navy's F3D *Skynight* was flown more than 24 miles an hour faster with two of the newly designed external tanks carrying 150 gallons of fuel each, than when it carried two of the World War II type of tanks carrying the same amount of fuel.

St. Nick Arrives on Schedule, on Twining's Beam

The Christmas spirit moved a lieutenant aboard a destroyer to write the following version of the well-known poem "A Visit From St. Nick."

Lieutenant E. H. Friel, USNR, the author, is operations officer and navigator aboard *uss Twining* (DD

540). "Commodore Kelly" referred to in the piece is Captain W. D. Kelly, USN, the former commander of Destroyer Division 172 of which *Twining* was a part.

Lieutenant Friel and *Twining* will spend their Christmas this year off the coast of Korea.

The Night Before Christmas

*'Twas the night before Christmas, on the Twining, our can,
We were off North Korea, eighty miles from Wonsan.
The ship, steaming darkened, showed nary a light,
For who knows what may prowl on the ocean at night?
But the radars were "blip-less," the horizon was clear,
And the OD was certain no "bogies" were near,
When Combat reported that something was wrong,
From the business-like AN/ARC there came a faint song.
Men looked at each other — this really was queer.
They'd have sworn they heard "Jingle Bells," faint but quite clear.
The CO answered, "Nonsense, go call an ET."
"I know it sounds pretty, but it just couldn't be!"
But it wasn't just nonsense, and the music poured forth.
Then Combat reported, "Air contact — due North."
It's closing us fast, it must be a jet.
So the ship was alerted, General Quarters was set.
Men leaped from their bunks and the guns quickly manned.
And a Gunner's Mate growled, "Now ain't this just grand!"
"Christmas Eve at GQ, and we're miles out at sea.
Last year at this time, I was trimming the tree!"
The contact came closer as the seconds ticked by,
And the stars shown down brightly against the black sky.
Nearer and nearer. The guns were all laid.
The next moment the contact was lost in a fade.
"He's on us," cried Combat, then a lookout yelled, "Hiey!"
"You may think I'm nuts, but it looks like a sleigh!"
And believe it or not, by CruDesPac direction,
It was Admiral Claus on his annual inspection.
He climbed out of his sleigh, and hitched up his belly,
And made a short call on Commodore Kelly.
He delivered his presents and inspected the crew,
Then we all gathered 'round to see what he would do.
The plane guard was stationed, he saluted the Skipper,
Then his sleigh zoomed aloft, headed straight for the dipper.
And we heard him exclaim as he shot from his landing,
"Merry Christmas to all — and your ship is outstanding!"*

Clearing Wotje Island

The Navy is clearing all the unexplored ordnance from a former Japanese-held island in the Pacific.

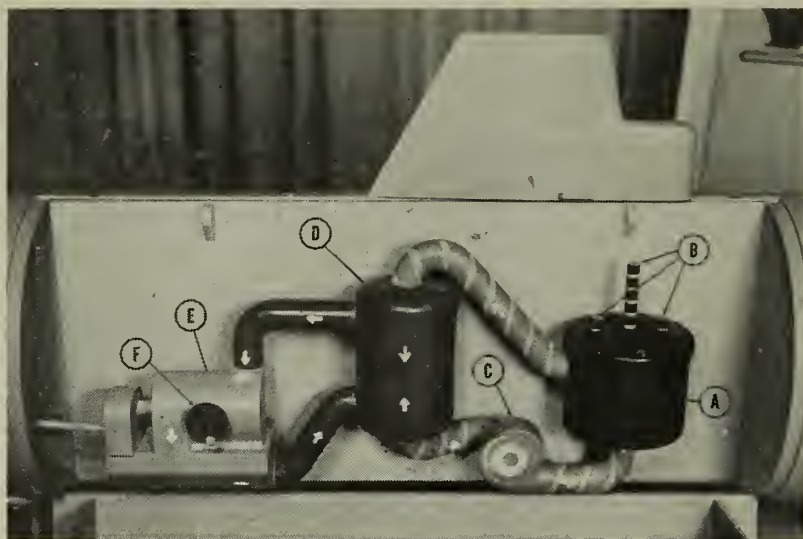
The first phase of the project began last May when eight men from Mine Disposal Unit One at Pearl Harbor, went to Wotje Island in the Marshall Group. There they disposed of approximately 20,000 rounds of major caliber projectiles and bombs, 17,000 rounds of small caliber projectiles, grenades and mortar shells scattered about the island.

Clearing the island was made necessary when natives, unaware of

the danger of ordnance, started returning to Wotje to plant crops. It was reported that eight natives were killed by explosions.

Wotje is one of the most fertile islands in the Pacific. It was a Japanese experimental agricultural station prior to and during World War II. There is also a former Japanese airfield on the island.

Although Wotje was never invaded by the Allies during the war, passing warships often fired shells into the outpost. A large portion of the unexploded ordnance on Wotje is the result of these bombardments.



MODEL reveals 'innards' of atomic power plant. Nuclear radiation shield which covers plant has been removed to make this photo possible.

Navy Shows Model of Sub's Atomic Engine

Here's a model of the type of power plant that Navy engineering gangs are likely to see plenty of in the future.

It is a mock-up of the nuclear power plant to be installed in the U. S. Navy's first atomic powered vessel, *uss Nautilus* (SSN 571).

Construction of the new submarine is continuing at Groton, Conn.

This view schematically shows the nuclear reactor (A) where the uranium fuel used in the new engine generates heat at a rate controlled by the three control rods on the top (B).

This heat is removed from the reactor by water flowing through the pipes (shown here striped) and later returned to the reactor for reheating by the pump (C).

The reactor, pipes, boiler (D) and pump are to be covered by a

nuclear radiation shield which has been removed in this photograph.

Non-radioactive steam generated in the boiler passes out of the shield to the turbine and condenser (E) and from the condenser, as feed water back to the boiler.

The turbine, through a reduction gear, drives one of the two propeller shafts of the submarine. The throttle hand-wheel (F) on the turbine controls the entire power plant.

The uranium to be used for fuel in the new plant means economical power. The Navy estimates that one pound of it will generate as much power as 2,600,000 pounds of coal or 360,000 gallons of gasoline.

Installation of the nuclear power plant will eliminate the need for the usual submarine batteries and fuel load, thus leaving room for more living space or equipment.

Speaking of Operations . . .

Two crew members of *uss Jarvis* (DD799) have had an experience they will long remember. Each had his appendix removed while the destroyer was busy shelling the enemy.

Usually, when time and situation permit, appendectomy patients are transferred from smaller vessels to larger ships having operating room facilities. In the cases of Thomas R. Fraley, RDSN, USN, and Maynard E. Ringheisen, FN, USN, however, the time and situation were not in their favor—their ship was bombarding the

North Korean port of Wonsan.

A brief "cease fire" period was called by the ship's CO for the first patient, Fraley, who was operated on by the ship's doctor, Lieutenant (junior grade) L. Dean Gibson, USN, assisted by Ensign Kenneth F. Kuzenski, USN, and Richard C. Natoli, HM3, USN. A stretcher supported by two soft drink cases served as the operating table.

Two days later, the same operating team, performed a similar appendectomy upon Ringheisen. Both men recovered nicely.

To Select USNR Champs

The fourth annual nation-wide inspection of the Navy's top Organized Reserve units is now underway to determine the best in the nation in each class.

The top surface and submarine division in each naval district will be inspected by a six-man Naval Reserve Inspection Reviewing Board.

Each Seabee company will be inspected by a three-man board. The inspections will be concluded in December and a trophy will be awarded the national winner in each class early in 1953. Judging will be based on training, personnel and administration.

For the first time since 1948 when the national competition was established, Seabee companies in each of the competing naval districts will be inspected. The winning company will be awarded the J. J. Manning trophy.

All competition was suspended during the fiscal 1950 because of the number of Reservists ordered to active duty.

Inspections are held in all naval districts and the Potomac River Naval Command — except the Caribbean, Panama Canal Zone and Alaska areas — to decide the winner of the James V. Forrestal trophy for the best surface division.

Each competing district finalist is inspected on its regular drill night.

Rubber Mats Reduce Shocks

The Navy has found another use for its rubber deck covering. Rubber matting is being installed aboard ships near electronic equipment, electrical switchboards or other areas where men may be exposed to high voltage hazards to protect crewmen against accidental shocks.

For some time now, this rubber deck covering has been used to absorb vibrations aboard ship. A synthetic rubber mat, placed where personnel are required to stand for long periods of time, reduces fatigue from continuous vibration. Usual spots are on the bridge or other watch station where crewmen do not have much opportunity to move about.

Besides the rubber matting, shipyards are now installing mastic flooring (a plastic mass composed of neoprene and marble chips that sets with a hard finish) in galley and heads. The mastic material reduces slipping hazards and is easier to keep clean.

Mayport Expands Facilities

Mayport, Florida, is a name that comes up more and more in discussions among Atlantic Fleet carrier crewmen. With the completion of recent work projects, the Mayport Auxiliary Landing Field has become another—and southernmost—of the Atlantic Coast's air activities capable of handling *Essex*-class carriers.

The work projects involved the construction of a 600-foot steel pier and the dredging of Mayport's entrance channel and mooring basin.

Although the Navy has been in Mayport for more than a decade, it had never been able to moor the larger-size carriers alongside a pier there. Previously the big ships had to anchor at sea off the jetties.

Aviation squadrons from the Naval Air Station at nearby Jacksonville or from NAS, Cecil Field, accordingly had to be lightered out to the anchored carriers. Now squadron aircraft and equipment can be hoisted directly aboard ship from the pier.

First attack aircraft carrier to moor alongside the new pier was *uss Tarawa* (CVA 40). Shortly after arrival, the "Terrible T" began loading aboard the stores and embarking the personnel of a carrier air group and a Marine fighter squadron.

During the war years, Mayport served as a section base. It provided service to small craft, served as a land plane practice site for torpedo and bombing exercises and as a Coast Guard station. Later it also served as a "bounce field" for Fleet Air Jacksonville squadrons.

In 1951, work was continued on carrier facilities. Depth of the basin was increased to 42 feet. To make maneuvering room for the big carriers, the basin was extended to a size of 3000 feet by 2000 feet. The area alongside the pier was dredged to 44 feet.

Still under construction is an 8000-foot runway for jet plane use. Three 4000-foot runways are already in use at the station.

Other expansion plans call for another carrier berthing pier and an escort pier for smaller ships. When all work now under contract is completed, the Mayport station is expected to have its own operations building and control tower in addition to berthing and messing accommodations for a large number of maintenance personnel.

First Man to Win Assault Boat Coxswain Device

Now appearing on the right arm of qualified assault boat coxswains is their special distinguishing mark.



Assault Boat
Coxswain

It consists of crossed anchors with an arrowhead superimposed on the shanks.

First man to be awarded the ABC distinguishing mark is Richard Andrews, BM3, USN, attached to

the flag allowance of Commander Transport Squadron One. The presentation was made at the headquarters of Vice Admiral Ingolf N. Kiland, Pacific Fleet Amphibious Force commander.

ABC qualifications are by no means a snap (see *ALL HANDS*, August 1952, p. 34), but then again, Andrews is no stranger to assault boat coxswain operations. As a crew member of *uss Begor* (APD 127), he participated in several behind-the-line landings in Korea. In late 1950 he took frogmen of Underwater Demolition Team Three to the objective where the UDT boys blew up the beach at Hungnam. His performance in this volunteer



COMPHIBPAC, Vice Admiral Ingolf N. Kiland, USN, presents ABC insignie to Richard Andrews, BM3.

mission brought him a commendation.

Early this year, Andrews completed the boat training course at the Coronado, Calif. amphibious base, qualifying as Assault Boat Coxswain (NJC BM-0164). He qualified for the ABC designation and insignie shortly thereafter while serving aboard *uss Calvert* (APA 32), flagship of Transport Squadron One.

Landing Party Has Hot Time

Not content with the fire being pumped into enemy objectives by the cruiser *uss Toledo* (CA 133), a landing party went ashore one dark night and personally selected targets for the ship's eight-inch guns.

Led by the ship's executive officer, Commander H. L. Thompson, USN, the group of three officers, four Navy enlisted men and one Marine sergeant left the ship under cover of a moonless night in a small boat.

Maintaining contact by radio, the crew described conditions on the beach and reported enemy movements by road and rail. Observers in *Toledo's* superstructure kept the boat under surveillance and gave it warning when three small enemy craft took after it.

Red gunners opened up with a wild barrage from shore against what they probably imagined was an amphibious invasion. Boat and crew made it safe back to *Toledo*.

As a result of the reconnaissance

mission, it was learned that a Communist train made a nightly passage along the coastal rail route. The train is now off-schedule.

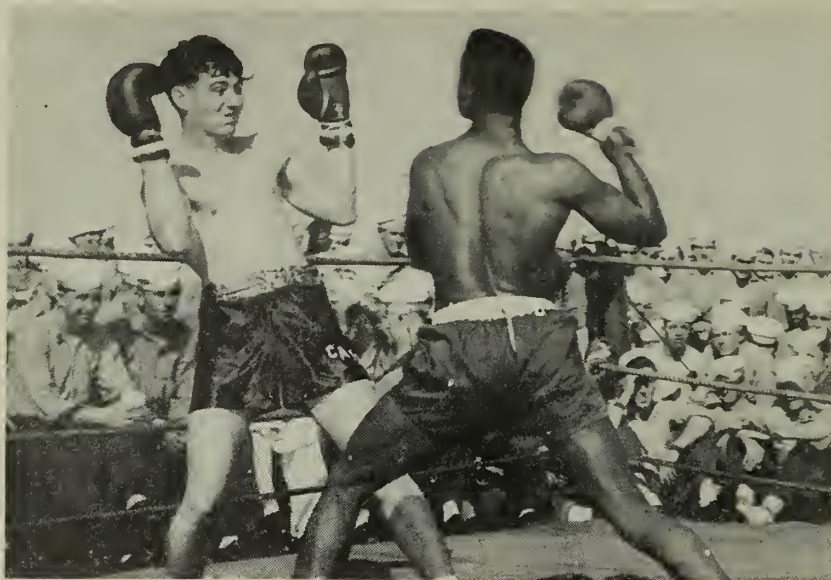
Marines Pull Enemy AA Sting

The air and ground teamwork of Marines in Korea has produced an effective way of reducing enemy flak in close air support — in fact the new system isn't giving the Reds a chance.

Nothing new in the way of weapons has been added. The results are being achieved through pin-point coordination of standard weapons used by ground and air forces.

The system works this way:

Just prior to an air strike on enemy front line positions, all known enemy antiaircraft positions in the vicinity of the target area are thoroughly plastered by ground artillery fire. The artillery fire lifts at the exact time the planes make their strike. Then, as the last aircraft departs, the artillery fire starts again with its former intensity — leaving the enemy wondering what hit him.



CONVINCER, telegraphed by John P. Smith, SA, USN, (right), is about to land on DeWitt L. Hankins, SN, USN, during smoker on USS *Toledo* (CA 133).

Cruiser Smokers Draw Applause

Say "George Washington" to a *uss Toledo* (CA 133) man and chances are he'll have someone in mind other than "The Father of His Country." It'll be the "father" of the cruiser's keenly active boxing squad—George Washington, SD1, USN.

The Navy steward, a veteran of more than 100 fights, an All-Navy champ (1941) and a Far-Eastern title holder (1950), presides over the ship's slugging society as coach, trainer, referee, advisor in general and promoter of popular Sunday afternoon smokers.

A story and photos forwarded to ALL HANDS by Seamen Fred Herman and Jack Rexroat tell of the enthusiastic reception by *Toledo's* crew of these smokers which feature intraship bouts between Coach Washington's crackerjack ring artists. Even a six-week period of North Korean bombardment duty failed to interfere with the scheduling of the spirited week-end boxing shows.

The program is catching. Even sailors who once might have associated an uppercut with a choice selection of beef are putting on the leather to find out for themselves just what the sport is all about. Almost any day right after "knock off work" the fantail becomes a sea-going training camp. Eager pugilists pour top-side to skip ropes, punch bags, box shadows and square off with one another to put the progress of the leather-pushing education to the test.

One of *Toledo's* favorite crowd pleasers is Seaman Jesse "Tony" Rios, 127-pound champ of the 1952 Pacific Fleet tourney. Rios, one of the Navy's best bantamweights, was a PacFleet entry in this year's All-Navy bouts but an ear injury in an early elimination bout forced him to withdraw.

Leyte Has Crack Hoop Team

A hustling quintet of *uss Leyte* (CVA 32) is gaining an envious reputation in Sixth Fleet basketball circles. *Leyte* hoopsters, making their sixth Mediterranean cruise, have challenged every team of accompanying ships and to date have suffered but two defeats.

Most of the games are played on *Leyte's* hangar deck court, but competition has not been confined strictly to forces afloat. Included among the "Leading *Leyte's*" victories are wins over a fast British squad on the Rock of Gibraltar and a local team in Cannes, France.

Whiting Field Takes Cup

For the third time in four years, Naval Auxiliary Air Station, Whiting Field (Milton), Fla., has been awarded the Admiral's Cup, an all-sports trophy symbolic of athletic supremacy within Naval Air Basic Training Command.

Three consecutive championship years are necessary for permanent retention of the trophy. Whiting's try for three straight wins was disrupted last year by NAAS Corry Field, Pensacola, the 1950-1951 winners.

Fleet Air Hawaii Trophy Winners

Air Transport Squadron 21 has been awarded the Commander Fleet Air Hawaii sports championship trophy for 1951-1952.

VR-21 compiled 698 points in 14 sports activities during the year. First places were scored in swimming, touch football, skeet and bowling. The squadron tied for first with Fleet Aircraft Service Squadron 117 in golf. Second-place tallies were gained in basketball, volleyball and pistol shooting.

In final team standings for the season, FASRon 117, last year's trophy winner, was second with 499 points. In third, fourth and fifth spots were Fleet All Weather Training Unit (Pacific), Fleet Air Hawaii and Fleet Air Wing Two Staff, and Utility Squadron One.

Also competing for the trophy were Marine Air Transport Squadron 152, Patrol Squadrons 4, 6, 9, 22, 28 and 772, and newly formed Airborne Early Warning Squadron One.

Hunt Wild Boar in Turkey

This is a "turkey" story—not of Thanksgiving or Christmas turkeys, but about wild game hunting in Turkey.

For the past two years, the Atlay Hunt Club (under U.S. Army supervision) of Izmir, Turkey, has been sponsoring wild boar hunts for Navy sportsmen. Boar-killing is encouraged there because of the destruction of crops and vegetation by these animals.

The sport can be hazardous. The wild, swift-footed boar, although noted for its strength and courage, ordinarily is shy of man except when wounded.

Among Navy hunters to take part in one of these boar expeditions was a group from *uss Roanoke* (CL 145).

Stumbling from their bunks at 0315, the *Roanoke* riflemen joined a party of native beaters with donkeys and dogs for a two-hour trek into the mountainous boar country. It was late afternoon before the party returned to the ship but they had chalked up three kills. T. M. Guida, BT3, and L. R. Loy, ADAN, each had a boar to his credit, and Guida, G. L. Tyson, GM3, and O. R. Callender, BT2, combined shots to bring down a fierce 200 pounder.

A fourth boar was bagged by the Turkish guide who accompanied the hunting party.

Recruiters Take Ball Title

Softball playing in off-duty time has resulted in a couple of prize plums for personnel attached to the main Navy Recruiting Station in Minneapolis.

In a 15-game season, the recruiters lost but one contest and finished up with trophies emblematic of the championship of the Minneapolis City Green League and the Metropolitan City League.

Unique Basketball Event

In an unusual sports ceremony in the Far East, the basketball team of *uss Salisbury Sound* (AV 13) and the hoop squad of the Chinese Nationalist destroyer escort *Taichao* swapped basketballs inscribed with a dedication to "Double Ten Day."

The occasion was celebration of the 41st anniversary of the independence of the Chinese Nationalist Republic. "Double Ten" signifies the 10th day after the 10th moon (or month, as it is popularly known today) of the anniversary of Chinese independence.

Salisbury Sound is the flagship of Commander Task Force 72 which conducts a neutrality patrol in the Formosa Straits. All personnel of the task force were invited by the Nationalists to be guests during the independence day observance at Keelung Harbor, Taiwan (Formosa).

For Nurses, There's a Catch

A couple of Navy Nurses, taking time off from their hospital duties, went to sea and made a big haul.

Lieutenant Frances Sonsalla, NC, usn, and Lieutenant (junior grade) Barbara Taurish, NC, usn, armed with rod, reel and determination, put to sea off the Pacific port of Acapulco, Mexico. Within an hour of one another, and unassisted, each had boated a catch. So what's so unusual? In this case the finny specimens happened to be a pair of some of the hardest to hook and most spectacular of all deep-sea fighters—sailfish.

To top it off, the two fish were identical. Each was seven feet long and weighed 90 pounds, large as Atlantic sailfish go, but about average for the Pacific speed swimmers (record is 10½ feet, 221 pounds). Still a pretty fair day's work for a couple of 130-pound nurses, who plan a similar expedition for next year. The nurses are attached to the U. S. Naval Hospital at Bethesda, Md.

SIDELINE STRATEGY

The year 1953—and another full year of sports—is just about with us. That reminds us that '52, which had its share of great events and big heroes, also saw some odd and unusual side lights in the world of sports.

For instance, there was Tom Clark, a pitcher for MSTSPac's "Seahawks". He's still wondering what a guy has to do to win a ball game these days. Although he fanned 30 batsmen of a San Francisco civilian club, the game went 14 innings before it was called with the score tied at 8-8.

On the brighter side, there was Hank Mertz, a catcher for the *uss New Jersey* "Jays". A contest had been scheduled with the cruiser *uss Huntington*. At game time, the "Jays" found themselves minus a pitcher. But, like all good Navy men—ready for any emergency—Mertz shifted from behind-the-plate and took over the mound chores. After more than two hours of play, the contest had gone only four and a half innings, at which point, by mutual consent, it was concluded. During the four innings, ex-catcher Mertz had hurled a no-hitter, had struck out nine men and allowed but one player to reach base. Meanwhile he and his teammates had blasted out 10 hits to take the game 16-0.

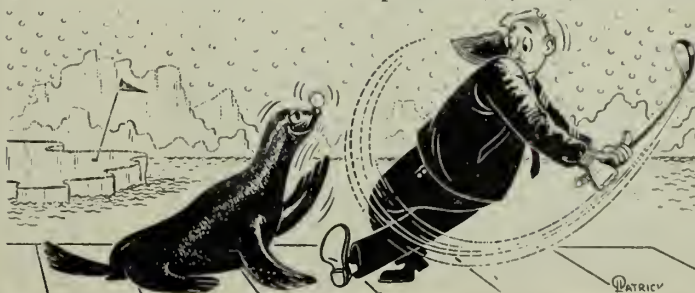
The skipper and exec of the seaplane tender *uss Currituck* who had mattresses rigged on the fantail so that golfers among ship's company could practice their driving while at sea.

Never mention to a certain couple of Waves at Great Lakes Naval Hospital that softball is a "soft" game. While the hospital team was playing a Waukegan town group, one of the Great Lakes girls broke her leg attempting to beat out a slow roller to first. Two innings later, her replacement broke her leg trying to reach the same place.

We've heard of marathons, pentathlons and decathlons, but the Marines have come up with a new one—a combathon. That's what they called the first annual inter-battalion field day recently conducted at Marine Corps Recruit Depot, San Diego.

The combathon, lasting three hours, encompassed probably the most extraordinary variety of contests ever included under one heading. There was competition in grenade throwing for distance and accuracy, field stripping of weapons while blindfolded, wheelbarrow racing, typewriting, 100-yard dash with field transport pack and rifle, tug-of-war, and pie eating.

Midshipman P. L. Smith of Annapolis who never had seen or played the game of lacrosse until as a Marine corporal he attended Naval Academy Preparatory School at Bainbridge, Md. There, he went out for the team. At the end of the season he received honorable mention on the Club Lacrosse All-America selections which list the cream of the crop of athletes from coast to coast playing this sport.—E. J. Jeffrey, JOC, usn.



Brief news items about other branches of the armed services.

★ ★ ★

FIRST SUPERSONIC DELTA WING interceptor in America, the Air Force's F-102, has been ordered into initial production.

The F-102, a jet fighter designed for ultra high speeds in the stratosphere, will incorporate significant improvements in armament and electronics, the Air Force states. No details have yet been released.

The word "Delta" is applied generally to planes of triangular shape. The true delta airplane has no horizontal tail, but is equipped rather with a vertical fin-rudder. It has "elevons" on the trailing edge of its wings instead of aileron and elevator controls.

★ ★ ★

MONKEYS AND MICE were recovered alive and unharmed recently after being fired by Air Force research men to approximately 200,000 feet into the upper atmosphere inside an "Aerobee" rocket.

The flight provided valuable information on the reaction of mammals under conditions of zero gravity and extreme altitude. The information was obtained by special telemetering and photographic equipment which recorded every move of the two monkeys and two mice during the flight.

The monkeys, anesthetized to prevent their disturbing the instrumentation, lay limp within the rocket and survived the flight with no ill effects.

The mice on the other hand presented a different picture. During the rocket flight and the periods of zero gravity one mouse that had been placed in a smooth drum, appeared to have completely lost his sense of direction and orientation and was unable to control his movements. However, the mouse that had been placed in a drum containing a small shelf was able to cling to it, orient itself and command his body at will. This evidence hints that a man, properly secured in an aircraft, could function normally during brief periods of zero

gravity and perform the operations necessary to pilot his plane.

These research tests have given added emphasis to the belief that man will be able to withstand the unusual forces expected in possible rocket flight to the outer atmosphere.

★ ★ ★

CANNISTER AMMUNITION for 90-mm guns is now being produced for use by Marines and soldiers in Korea. According to Army Ordnance, the new ammo is a lot like good old-fashioned buckshot.

One shot from a 90-mm gun using the new ammunition can throw more than 1000 deadly pellets at ranges too short for conventional high-explosive ammunition. No other type of ammunition can do this job.

Since the Civil War, various types of cannister ammunition have been used. In the early days they used nuts, bolts and metal scraps piled in front of the powder charge to spray onrushing enemy troops.

However, with the advent of high explosive shells, cannister types were forgotten until jungle warfare in World War II. With the danger of hitting our own troops with long-range high explosives, the need for cannister ammunition arose again.

The new cannister projectile is a can containing many small steel pellets. When fired, the pellets scatter in a cone-shape fashion. This projectile is very effective at close range, particularly in North Korea where the enemy attacks in mass rushes on a small area just like the raids of the Indians.

★ ★ ★

OKINAWA, the island wrested from the Japanese by U. S. forces in the last and one of the bloodiest battles of the Pacific during World War II is having its face lifted. A multi-million dollar construction program is changing the island into an air hub and amphibious base and one of the most powerful U. S. advance bases.

Rebuilding from the ruins of the devastated island started on a large scale in 1949, port facilities were extensively rehabilitated and air-base facilities constructed. Today construction continues—the whole southern half of the 67-mile-long island is one big building project.

Widespread construction of roads, airfields, communications networks, water and power facilities and warehouses has begun. Plans are also afoot to rebuild the capital city and port of Naha and to construct housing facilities for Army, Air Force and civilian personnel in the Naha, Machinato, and Kaden-Sukiran areas.

In addition to increased air and naval facilities, U. S. military men are also getting new living quarters. Modern concrete barracks are replacing Quonset huts. Built to hold 165 men each, the new barracks are widely spaced to get plenty of light and air. Each unit has its own kitchen and recreation room. Homes for military men with families are going up in suburban housing development style.

Among the major auxiliary projects underway is the construction of power installations at Machinato. When completed, this will supply all the electricity needed for military and civilian purposes. All new buildings are permanent structures made of concrete to resist the raging typhoons (an average of 40 per year) that hit the island from May to November.



WHAT GOES UP must come down—so learned these Air Force ROTC parachutists at their summer encampment.

AN ARMY DEMOLITION TEAM, rounding out a decade's work, is continuing to look for unexploded Japanese bombs in the far reaches of the Pacific. A four-man team, members of the 8311th Ordnance Explosive Team, U. S. Army Pacific, has been locating, disarming and destroying bombs, mines and other explosives that have been lying undiscovered for as long as 10 years.

All the islands in the Hawaiian chain and westward to Wake, Guam, Saipan and the New Hebrides Group are under the jurisdiction of the 8311th.

The most dangerous items to handle are the Japanese mines, some of which have been floating around since Pearl Harbor day, says one of the team members. "Corroded, contrary and cantankerous," is the way he describes them.

Working with special brass, non-sparking tools, the demolition team must disarm each "horn" or detonator of the mine individually before the mine is impotent. After each horn has been disarmed, the mine's half-ton of TNT is removed and brought back to one of the Army's demolition areas where it is exploded.

★ ★ ★

A NEW TELEPHONE AND TELEGRAPH CABLE developed by the Army Signal Corps and now being used in Korea, will save taxpayers about 18 million dollars in actual production costs during the next 12 months, the Army says.

The cable has four separately covered wires which spiral around each other forming a diamond or square shape. Appropriately called "spiral-4," it is the latest advance in the Army's system of carrier communications. This system can carry three times as much traffic as the type it replaces.

Under development and testing for almost four years, the cable is about 15 per cent smaller than the old, and a third less in weight—390 pounds per mile as compared to 550 pounds for the older lines. It can be strung on poles, laid along the ground, buried underground or submerged in water without damage.

Use of new materials makes it possible, for the first time, to use this cable under temperature and climatic conditions found anywhere in the world. The new cable also can be stored indefinitely, while the old type had a life span of about five years.

★ ★ ★

A NEW-TYPE PRESSURE SUIT developed by the Air Force called a T-1, "High Altitude Suit" will enable pilots to survive in the near-vacuum of the upper atmosphere.

The T-1 resembles the popular conception of a space suit. It consists of an anti-G suit, crash helmet, oxygen mask, earphones, microphone, goggles and defroster and oxygen bailout bottle—all of which provide plenty of altitude protection.

The new pressure suit bears little resemblance to the earlier suits of this type which were hot and heavy and gave the pilot little mobility.

The T-1 is worn uninflated but inflates automatically when pressure in the cabin drops. When inflated, suit and helmet supercharge the flyer's lungs with breathing oxygen under pressure. It also provides a new and unique method of applying counter pressure to the body's surface, thereby protecting the flyer from collapse and making possible safe operation of the aircraft.

A POWERFUL CARGO HELICOPTER designed to lift and deliver such heavy equipment as artillery, bridge sections and trucks in areas inaccessible to conventional aircraft has been successfully tested by the Air Force Air Research and Development Command.

The ground test model is a conversion of the Air Force's jet-powered XH-17, an experimental heavy-lift machine. Its rotor blades extend over 125 feet from tip to tip. Over-all height of the machine is more than 30 feet. The XH-17 is powered by two modified turbo jets supplying gas pressure through ducts leading up the rotor shaft and out to the tips of the rotor blades.

★ ★ ★

THE FAMILY of super-cargo and troop-carrying aircraft has two newly improved models which offer higher speed, longer range and greater payload.

First delivery of the new C-118A *Liftmaster* (Navy designation: R6D), has been made to the Atlantic Division of the Military Air Transport Service. Capable of carrying the payload of two C-54's, the new model will strengthen the airlift potential of MATS. As a passenger plane, the C-118A can seat 76 troops. As a hospital plane it can accommodate 40 litter patients. The new air giant has a range of 2400 nautical miles and a cruising speed of more than 300 mph.

Another in the new line of cargo and troop-carrying aircraft is the C-119H *Flying Boxcar*. Although not yet ordered into production, it will be one of the largest twin-engine planes in the world. The *Flying Boxcar* is powered by two 3500 horsepower turbo-compound engines.

An outstanding military asset of the C-119H is the maintenance of low speed at 63 knots to provide greater accuracy and safety in personnel and cargo drops. The cabin is redesigned to expedite the jumping of paratroopers.



AIR FORCE's novel high altitude suit will enable future pilots to survive in near vacuum of upper atmosphere.

THE BULLETIN BOARD

Questions Asked on Eligibility For Mustering Out Pay Under Certain Conditions

A few of the common questions recently received by ALL HANDS regarding the new Mustering-Out Pay are answered below. For the general provisions of MOP, see ALL HANDS, September 1952, p. 6.

Question: Why does a man being released to inactive duty in the Naval Reserve get Mustering-Out Pay while a man going into the Fleet Reserve does not?

Answer: Under the provisions of the law, a member of the Naval Reserve who is released to inactive duty is entitled to MOP, which is designed to help him during the period he is getting back into the swing in civilian life. On the other hand, a member who is transferred to the Fleet Reserve (with retainer pay) or who is placed on the retired list (with retired pay) is not entitled to MOP since he receives retired or retainer pay to help him along. There is an exception in the case of personnel with disability retirements. A navyman retired for physical disability will draw MOP.

Question: I enlisted in the Regular Navy on 3 March 1947, was discharged on 2 March 1951, and reenlisted in the Regular Navy a few days later. Alnav 33-52 (Mustering-Out Pay) contains instructions for men who enlisted after 30 June 1947, but makes no mention of payments to members who enlisted before that date. Am I entitled to MOP on the basis of my discharge on 3 March 1951, or must I wait until the end of my current enlistment?

Answer: You are entitled to MOP on the basis of your discharge on 2 March 1951, even if you reenlist the day after date of discharge. The reason for this provision is to permit equitable consideration for a man who is discharged and who reenlists, as well as the man who is discharged and does not reenlist. However, since your discharge was from an enlistment entered into before 1 July 1947, payment cannot be made by your local disbursing officer. Instead, your application for MOP must be for-



warded to the Field Branch, Bureau of Supplies and Accounts, Cleveland 14, Ohio, on SandA Form 550 (revised by the addition of "since 6/26/50" after "Alaska" in the Veterans Certificate). Further instructions concerning procedures for putting in a claim may be found in Instruction Memorandum 22-12 to Volume V, BuSandA Manual. However, it is suggested that you contact your disbursing officer for details before submitting your claim.

Question: According to an article I read recently, you have to have a discharge or Notice of Separation from the service dated between 26 June 1950 and 16 June 1954 to be entitled to MOP. I was discharged on 7 November 1949 and immediately reenlisted for six years. Can I get MOP and if so, when?

Answer: You are apparently concerned over the fact that your date of separation will come after 16 June 1954. This 1954 deadline refers only to Navy men who were released from service before the law was passed. All other eligible Navy men discharged or released after the passage of Public Law 550 will receive the first payment of their MOP at the time of their actual separation from service, and the rest in monthly installments.

Since your present period of service which began 7 November 1949 covers the period of the Korean conflict, you should be eligible to receive MOP at the time of your next separation regardless of when it occurs and provided it is under conditions other than dishonorable.

Submarine Training Available For Certain PO Ratings And Qualified Non-Rated Men

Non-rated men and POs of several rates may apply for submarine training at the Submarine School, New London, Conn. Applicable rates are QM, GM, FC-FT, RM, SO, EN, TM, ET, EM, IC, YN, CS and SD in pay grades E-4, E-5 and E-6; HM in pay grades E-4, E-5, E-6 and E-7; SN and SA, FN and FA, TN, TA.

Applicants must meet the following qualifications:

- Minimum combined GCT-ARI score of 100 (Navy Standard Score).
- Physically qualified in accordance with BuMed standards.
- Have demonstrated no evidence of emotional or mental instability or immaturity. (Such instability is often indicated by a poor service record.)
- Have served at least six months in present ship or station.

In addition, each candidate must volunteer for sea duty in submarines.

Requests for this duty should be sent to the Chief of Naval Personnel (Attn: Pers B212d) by way of commanding officers. Requests are not desired from men now attending naval schools, men in a transient status or men in recruit training.

New Study Course in Nucleonics And Radiological Defense

A new course in Nucleonics for the Navy (NavPers 10901) is available from the Naval Correspondence Course Center.

This eight-assignment officer correspondence course provides a basic background of fundamental principles and facts about nuclear physics. It is based on two texts, *Nucleonics for the Navy* and *Radiological Defense, Volume 1*. The course also gives basic mathematical and physical concepts necessary to the thorough understanding of the subject.

Application for the new course should be made through official channels using form NavPers 992. This form may be obtained from your ship's office or the commander of Organized Reserve units or district headquarters for Naval Reservists.

Dates Set on Competitive Examinations for Enlisted Ratings

The Navy has announced changes in dates for the next service-wide competitive examinations in rating.

The next competitive examinations for all petty officer grades will now be held in the month of February instead of January. The mid-year exams normally held in July for pay grades E-4, E-5 and E-6, have also been moved forward to the month of August. This change in dates is anticipated for all future examinations.

Members of the Regular Navy and Naval Reserve on active duty who are found eligible to take the competitive examinations and are recommended by their commanding officers in accordance with directives may compete for promotion as follows:

- E-7, Tuesday, 3 February
- E-4, Tuesday, 10 February
- E-5, Tuesday, 17 February
- E-6, Tuesday, 24 February

When operational commitments of sea-going or aviation units or overseas units make it impractical to hold exams on these dates, the command exercising operational control may order the exams to be given at any time subsequent to the scheduled exam dates during the month of February. In the case of E-6 exams, these may be conducted as late as 8 March.

In line with the Navy's schedule of action for termination of the FC rating (disestablishing that rating by 1 July 1955), personnel in the FC rating may take the examination for change to the FT rating in equal pay grade, or, if fully eligible for advancement, for concurrent change in rating from FC to FT and advancement to the next higher pay grade. No further examination will be provided for advancement in the FC rating except for pay grade E-7, and the February 1953 exam will be the last for FCC.

Regular Navy personnel who are eligible and recommended to take the competitive exams for normal advancement to pay grade E-4, E-5, E-6 and E-7, may now count service in present or higher pay grade which was performed prior to enlisting or reenlisting in a rate lower than that in which discharged if they enlisted or reenlisted under continuous active service conditions.

Naval Reservists on active duty or on continuous active duty in Active Naval Reserve (ANR) billets, and

Waves of the Naval Reserve, who wish to enlist or reenlist in the Regular Navy in the same pay grade in which discharged from USNR, may compete in the general service rating exams when they become eligible and are recommended in accordance with the provisions of BuPers Circ. Ltr. 8-51 (NDB, January-June 1951).

Since the Regular Navy is up to or in excess of requirements for personnel in the following list of pay grade E-7 and E-6 rates, it is expected that the February 1953 examinations will be the last opportunity for Reservists to qualify for enlistment or reenlistment in the Regular Navy in the following ratings: ADC, AD1, AMC, AM1, AOC, AO1, BTC, CSC, MEC, MLC, OMC, PIC, PRC, SDC, SD1, TMC and TM1.

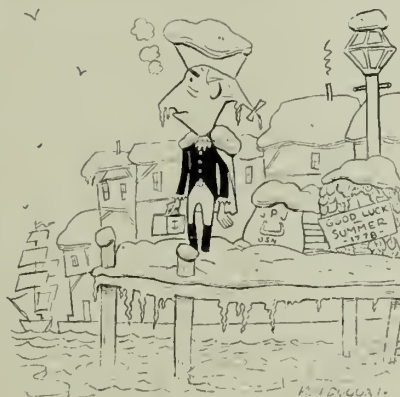
As in previous service-wide examinations, military requirements and professional subjects will be combined in one examination for each general service rate. Since the exams for general service rates contain questions applying to appropriate emergency service rates, Reservists will be instructed to answer questions known to pertain to their emergency service rates *first*. Then they should go back and answer *all* remaining questions.

Operational tests (such as typing, radio code, etc.) for general service and appropriate emergency service rates will be included in examination envelopes for ratings requiring operational tests.

Detailed information on the next exams will be found in BuPers Inst. 1418.6 (25 Sep 1952).

WHAT'S IN A NAME

Bon Homme Richard



The carrier USS *Bon Homme Richard* (pronounced Bon Omm Reshar) (CV 31) perpetuates a name honored in naval history. The first vessel to bear the name was the *Banhamme Richard* which served for a time during the Revolutionary War as a flagship for Captain John Paul Jones. (The spelling of the name of the present ship is a minor variation of the original.)

At one stage of the war, in 1778, Jones found himself stranded in France while awaiting a vessel promised for his command. Throughout the summer, autumn and fall he stood by expectantly but no ship was assigned to him. He wrote letters to friends, to the French Minister of Marine, to Benjamin Franklin (then American minister at Paris) and even to King Louis XVI himself,

but everywhere he turned he became ensnared by red tape.

During this frustrating period of delay, Jones chanced upon a copy of Franklin's *Paar Richard's Almanack*. There among the fund of proverbs, homely wisdom and common sense, Jones was struck by the propriety of a maxim which observed that if a man "wishes to have any business faithfully and expeditiously performed, to go on and do it himself—otherwise, to send." Heeding this timely advice, Jones set out to contact various officials and agencies in person.

Eventually, and mainly through the influence of Franklin, a financial arrangement and purchase of a ship was engineered. The vessel was an old tramp of the French East Indian merchant service, but Jones repaired and altered her to a 42-gun warship. He christened her *Banhamme Richard* in appreciation of Franklin's efforts on his behalf.

"*Banhomme Richard*" was the French form for "Gadman Richard," the Richard Saunders which Franklin used as a pseudonym in writing his almanac.

It was from the historic engagement between *Banhamme Richard* and the English *Serapis* that came the now famous expression, "I have not yet begun to fight." This challenge was hurled by Jones in reply to a hail from the British ship's commander who had assumed from the destruction suffered by *Banhamme Richard* that the Americans were ready to surrender. As it turned out, it was *Serapis* which ultimately struck the colors.

Helpful Hints on Handling Household Effects for Shipment

If you're like other Navymen, every time you change duty stations you have a raft of questions that need answering.

If, in addition, you're a family man, most of these questions concern two things: shipment of household goods and the transportation of your dependents. If you have reached petty officer grade, you are entitled to have both done for you at Government expense.

The helpful hints in this article are intended to fill that void and help you find your way through the whole procedure from packing away that first dish to final delivery of your household goods to your new home near your next duty station.

Certain details concerning travel for you and your dependents, such as submitting claims and temporary additional duty (TAD) travel, have not been included in this article since *U.S. Navy Travel Instructions* is now being revised. When the new instructions are issued, coverage will be given in **ALL HANDS**.

Questions regarding *overseas* transportation of dependents and household goods on permanent change of stations *outside* the continental U.S., have previously been covered (**ALL HANDS**, April 1952, p. 47-54).

Before you start to pack your household goods or buy travel tickets for the family, check this list.

All situations involving the shipment of household goods and dependents' transportation cannot be anticipated here, of course even after you read these suggestions, it is important that you contact the Supply Corps shipping officer at the nearest naval activity. He will be glad to make the arrangements for shipment of your household goods. The transportation officer in the personnel office of your activity will also assist. He's the man to see in arranging for the travel of your dependents.

Who can ship household goods? Ordinarily, only personnel in pay grades of PO3 and above are entitled to shipment of household goods. Your rank or rate, and whether your orders are for a *permanent* or *temporary* change of station orders, will determine your maximum weight allow-

ances (see table below).

Who is entitled to transportation of dependents at Government expense? If you are a PO3 with seven years' service, PO2 or above, you are entitled to receive transportation orders (TR's) or subsequent reimbursement for travel expense for yourself and your dependents from your old permanent duty station to your new permanent station (or to other points in the U.S. between stations as authorized by *Joint Travel Regulations*, Chapter 7).

What papers will you need? Before you make application for shipment of household goods and transportation of your dependents, you must have nine certified copies of your change of station orders for *each* shipment of household goods. For your dependents' travel requests or subsequent reimbursement claim for travel expense, you will need the *original* and four certified copies of your orders. It is a good idea to have an original and 15 certified copies of your orders to take care of both requests — shipment of household goods and transportation of yourself and dependents.

WHAT CAN YOU SHIP?

There are some restrictions on what you can and cannot ship. You can ship the usual household items, furniture, clothing, baggage, and other articles of similar character. Your shipment may also include professional books, papers, and equipment required in the performance of your official duties.

You cannot ship the following at

Government expense: trailers, (even though they contain household goods), boats, wines, liquors or pets.

Other items which cannot be shipped are groceries and provisions other than those for consumption by you and your immediate family. Any articles acquired after the effective date of your change of station orders cannot be included in your shipment. You cannot include articles which you intend to sell after your arrival, nor can you ship articles intended directly or indirectly for persons other than your immediate family.

Generally, you are entitled to services of packing, crating, shipping, storage, hauling, unpacking and uncrating of household goods when necessary.

ARRANGING SHIPPING

If you travel to your new permanent duty station alone and wish to have your dependents and household goods follow you later, you must furnish your dependent with a letter which will give her the authority to arrange for the shipment in your name. You must also furnish her with nine certified copies of your orders. She will be required to make application for the shipment, in person or by letter, to the shipping officer at the naval activity nearest to her permanent address where the shipment will originate.

If your dependent's home is located at a distance from the nearest naval activity, you or your dependent may write a letter requesting shipment and storage, if necessary, of the household goods. If your wife makes the request, she must have your letter of authority and the nine certified copies of your orders to enclose with her letter requesting *application* for shipment and storage.

In addition to having the certified copies of your orders, either you or your wife must fill out an "Application for Transportation of Household Goods" (S&A Form 34) and an "Inventory Form" (Standard Form 117). This is an important step because once the application is signed by you, or by your wife on the authority of your letter, it becomes the authority to the Navy for making a shipment that may cost hundreds of dollars. You and your wife may get



"Where do you think you're going! . . . To a fire?"



"New? Why I got friends back in Brooklyn who have been wearing them for years!"

help and advice in filling out these forms by visiting or by writing to the nearest naval activity.

HOW MUCH CAN YOU SHIP?

The shipping officer will explain shipping rights and information which may apply in your case. Based on your orders, he will tell you whether you must ship under temporary or permanent change of station weight allowances shown in this table:

Rank or Rating	Temporary change orders; maximum weight allowed	Permanent change orders; maximum weight allowed
Lieutenant Commander and warrant officer (W-4) and above	800	9000
Lieutenant and W.O. (W-3)	600	8500
Lieutenant (jg) W.O. (W-2)	600	7500
Ensign, W.O. (W-1)	600	7000
CPO, PO1, PO2 and PO3 with 7 years' service	400	4500
PO3 with less than 7 years	400	3000
Aviation Cadet	400	400

The above weights are *net* weights before packing. Your shipping officer will advise you of certain increases over the allowances based on the method of shipment used.

How do you figure the net weight of your household goods? There are several ways. Experience shows that furniture in an average-size room will weigh about 1000 pounds. Multiply the number of rooms by 1000. This will give you the *approximate* total net weight. Here's another method. After you fill out the Inventory Form, add the figures in the "cubic feet column" and multiply the total by seven. Since on the average, household goods weigh about seven pounds per cubic foot, this will give you the approximate total net weight. The best method is to use the actual shipping weights shown on the bill of lading of your last shipment (if you

have not added or subtracted items of that shipment). This method gives you the *gross* weight (the actual weight of the goods plus crating and packing material). The shipping officer will advise you of your gross weight allowance.

If you ship more than you are allowed by the weight table above, your pay account will be checked for the actual shipping charges over your weight allowance.

ARRANGING TRANSPORTATION

Generally, there are two methods of arranging transportation for your dependents. If your dependents are going with you to your new U.S. permanent duty station, you should have the original and four certified copies of your orders, then see your transportation officer. He will issue transportation requests (TR's) on the railroad company. When you present the TR at the ticket window in the railroad station, you will receive tickets for yourself and each dependent.

The term "dependent," incidentally, includes your lawful wife and all unmarried legitimate children under 21 years of age. A father or mother may also be a dependent, provided he or she is in fact dependent upon you for over half of his or her support and actually resides in your household. Detailed definitions of "dependent" are outlined in *Travel Regulations*, Sec. 7001.

Here's a situation. Suppose you want to ship your household goods to some destination other than your new permanent duty station. You can do this provided the cost does not exceed the amount it would cost to ship your goods from your last permanent duty station to your new permanent station. In other words, if you received orders for permanent change of station from Norfolk, Va., to Boston, Mass., and decided to send your household goods back to Texas or North Dakota, the cost would exceed that of shipping between Norfolk and Boston. If you elect to do this, your pay account would be checked for the actual amount in excess of shipping charges from Norfolk to Boston.

If you have temporary additional duty orders you can ship your temporary weight allowance of household goods between your duty stations (see table). You may make shipment from or to a place other

than your duty stations, too, but you will be limited by the amount it would cost if the same goods simply had been shipped between the stations.

If you are ordered to temporary duty in connection with the building, fitting out, conversion of a vessel and your orders specify duty on board when commissioned, you may have your household goods shipped to a selected point in the U.S. How-

'Aloha' Housekeeping Kits Ease Tasks for Navy Families

Here's an idea that will appeal to Navy wives who travel to overseas duty stations. In most cases, when the family arrives the "little woman" faces the problem of setting-up housekeeping without the necessary utensils and household effects. Often she is forced to borrow such "tools" as she needs from the neighbors until her own household goods arrive.

At Pearl Harbor, T. H., this problem has been solved by the Supply Corps Wives Club. When the family of a member of the Supply Corps arrives, the club furnishes an "Aloha Kit." The kit contains a complete assortment of household necessities such as cooking utensils, dishes, flat silver, linens, bedding, blankets and cleaning gear.

Club members donate surplus household items for the kits and from time to time the women hold mending and kit-packing parties. Profits of monthly luncheons help to finance the good-neighbor project. If the new family finds it necessary to use a kit longer than two weeks, a small charge is made.

Families departing from Pearl Harbor may also use a kit from the time of packing their household effects until the actual departure time.

An information booklet on living conditions in Pearl Harbor and other subjects of interest to new arrivals is published by the club and issued with the "Aloha Kit." The booklet has been adopted by the Commandant, 14th Naval District and promulgated for district use.

ever, if you ship to a selected point you cannot ship these same goods from the selected point to the home yard or home port of the vessel after it is assigned a port.

Since reactivation or fitting out often involves only a short period of time, it is recommended that you have your goods placed in authorized temporary storage at the point of origin. Then you may have as long as six months to arrange for shipment to the home port of the vessel when it is assigned.

STORAGE

If you are ordered to a ship or mobile unit you may ship your household goods to the home port of the vessel or unit, or to any selected point in the U.S. If you do not wish your household goods shipped, storage privileges are the same as when ordered to foreign duty. You may request storage in Government facilities, if such facilities are available.

If there is any doubt as to the best point to which your goods should be shipped, or your ultimate sea duty assignment, or assignment of the home port is delayed, you may request six months' commercial storage at origin which will give you ample time to make a final determination, and still permit trans-shipment to your next permanent duty station or home port.

If your goods are being shipped by motor van and you do not have a residence at your destination, you may request "storage-in-transit." This means that your goods will be held for a maximum period of 60 days in the carrier's warehouse.

If there is any doubt that you will be able to find a place to live within 60 days, you should not request "storage-in-transit," but instead request authorized storage at origin or destination.

If you have a permanent change

of station, you may request authorized storage, if necessary. This type of storage is limited to six months.

In the event your goods remain in storage over the six months' limit, all additional storage costs and "labor-out charges" (removal of goods from storage area to loading platform) will be at your expense when you request delivery. Navy trucking facilities may then be available for removal of your goods from the warehouse loading platform to your local address.

The packing, crating and shipment of household goods into authorized storage, and the unpacking and shipment out of the storage warehouse (within the six months' period) are at Government expense.

Anytime during the six-month period of storage you may request trans-shipment of your household goods to final destination of your permanent duty station.

METHOD OF SHIPMENT

Can I select the carrier and the method of shipping by van, rail or boat? Yes, to a certain extent. However, the shipping officer, who has had long experience in routing shipments of household goods, will determine the methods which can be authorized at Government expense. If you feel that the method of shipment will not be satisfactory for your requirements, you may request the method you want. But any additional cost incurred by your selection will be checked against your pay account.

EXPRESS SHIPMENT

If a portion of your goods is urgently required at your new duty station, the shipping officer will probably approve a shipment by express. You are entitled to ship 500 pounds gross weight (packed and crated weight) by express to your new duty station. If you are ordered to sea duty or foreign duty, your shipping officer will explain the special procedures for express shipments which may apply in your case.

A separate application (NavS&A Form 34) and nine certified copies of your orders (copies in addition to those required for other shipments) are required for authorized express shipments.

LOSS OR DAMAGE

If your household goods are damaged when you receive them, you should immediately contact the nearest naval activity and request an in-

HOW DID IT START

'Uncle Sam'

The Letters "U.S.S." preceding the name of a ship are, of course, the initials of the words "United States Ship." However, the conversation of jacktars of the early American Navy might have led listeners to conclude that "U.S.S." stood for "Uncle Sam's Ship."

Although there is some controversy as to the exact derivation of "Uncle Sam," the most commonly accepted version has the expression originating shortly after the declaration of the War of 1812.

In those days, Elbert Anderson, a food contractor for the U.S. Army, purchased considerable quantities of beef and pork from a concentration of supplies near Troy, N. Y. The inspectors of these items at that place were Ebenezer Wilson and his uncle, Samuel Wilson. The latter gentleman (known around those parts as "Uncle Sam") generally superintended in person a large number of workmen employed in preparing the provisions brought for the Army by Mr. Anderson.

Wilson's workmen marked "E. A. — U. S." on each case, thus identifying the contents as having been procured by Elbert Anderson on behalf of the United States.

One day, someone asked a case marker the meaning of the letters. (Use of "U. S." for "United States" was then almost unknown.) The marker replied facetiously that



"he didn't know unless it meant Elbert Anderson and Uncle Sam"—alluding, of course, to "Uncle Sam" Wilson.

As the war progressed, many of the Wilson employees were recruited as soldiers. Whenever they came across a box or cask with the "E. A.—U. S." stamp, they would laugh and refer to it as some mare of Uncle Sam's supplies. The joke caught on and spread until it penetrated every port of the country.

"Uncle Sam" soon became a favorite expression to personify the United States, as it is today, although Elbert Anderson and "Uncle Sam" Wilson and his workmen have long since been forgotten.

spection of the damaged property. If a commercial carrier delivered your goods, you must *also* request the carrier's representative to inspect your damaged property. Do not refuse to sign the bill of lading receipting for the shipment. Instead, make a notation (in ink) of the damage on the reverse side of the bill of lading. Do not discard or have the damaged property repaired before it is inspected.

The carrier's liability is very insignificant in relation to the value of your property. On freight shipments, the carrier need only reimburse you to the extent of 10 cents per pound for each article damaged. If your goods are shipped by long distance van, the carrier's liability is 30 cents per pound per article. If the shipment is made via railway express, the liability is \$50 on any weight up to 100 pounds and 50 cents per pound on a shipment weighing over 100 pounds. However, if the payment you receive from the carrier does not cover your loss, you may file a claim against the Government. Your shipping officer will advise you how to go about this.

INSURANCE

Can I insure my shipment against loss and damage? Yes. This is a matter for you to decide, though. The Government will not assume the cost of commercial insurance. If you desire to buy commercial insurance, you should be careful to find out exactly what type of coverage you are purchasing. Always ask for a copy of the insurance contract and read it carefully. Many of the so-called "all risk" transportation policies do not cover damage due to marring or scratching. The average cost of an "all risk" policy for household goods shipped by moving vans is \$5.00 per \$1000 coverage. Ask your shipping officer to explain insurance before you buy a policy.

One of the factors necessary to insure proper shipment of household goods is to make certain that all naval personnel eligible to make shipments are fully informed as to their entitlements. To help you understand these and the other regulations governing shipment of your household goods, the Bureau of Supplies and Accounts has prepared the *Household Goods Shipment Information* pamphlet (NavSanda publication 260). A copy is available from your shipping officer.

Shipping Household Goods? — Here's Check-Off List

Now that you've read the summary on HHE, here's a check list of things to do and things not to do when shipping your household goods:

WHAT YOU SHOULD DO

- Have sufficient certified copies of your change of station orders (usually nine for each shipment of household goods). Then, contact your shipping officer at least five days in advance of your contemplated moving date.
- If you have professional books and papers to be shipped, advise the shipping officer in order that they may be packed and weighed separately from your household goods.
- If you plan to proceed to your new duty station prior to the time your household goods are shipped, leave or send your wife sufficient number of certified copies of your change of station orders. Also leave or send power of attorney or written authority for her to make shipment in your name.
- If you have gold, silver, or other valuables to be shipped, inform your shipping officer in order that special arrangements can be made for shipment of these items.
- Get all the information possible about housing conditions at your new duty station before requesting shipment of your household goods.
- Request storage at point of origin whenever you are in doubt as to the place you will want your goods shipped.
- If your household goods are going by van, be sure to obtain a copy of the inventory sheet from the driver.
- The van driver will request you to sign a "certificate of packing." The certificate contains an itemized list of the units of packing performed at your residence. Be sure to check the certificate carefully and never sign it in blank.
- If your orders are changed or cancelled, or a change of destination of the shipment is desired, contact the shipping officer immediately.
- Be sure to have your automatic washing machine, deep freeze, refrigerator and television set serviced for shipping. The Government does not perform this service. See your electrical dealer for such service.
- Obtain from your shipping officer the approximate time of arrival of your goods at destination.
- You or your wife should be at home on the day of the expected move.
- Make arrangements for receipt of the property at destination. If you cannot be at the destination at time of arrival of the goods, advise the shipping officer to instruct the carrier to notify you by mail or telephone at your new address when goods have arrived. You can then arrange for delivery. In case of direct delivery by van, you or your agent must be at home to receive the shipment.
- Turn over all your household goods for the same destination at one time, except silver, gold, items of extraordinary value, or items to be shipped by express.
- Clean china and cooking utensils and stack on top of a table, ready for the packer.
- Call to the attention of the movers fragile items such as chinaware and delicate glassware.
- Keep groceries and food supplies together in one place for proper packing.
- Remove articles from drawers of furniture intended for packing and crating. The extra weight in furniture drawers tends to damage them. However, if furniture is to be moved by van, linens and clothing may be left in the drawers.
- Make arrangements to have your telephone service and other utilities discontinued.
- For your own convenience in unpacking or storage, paste a label on each box or trunk showing its general contents.

WHAT YOU SHOULD NOT DO

- Do not request shipment to a place other than your new duty station without finding out first how much it will cost you.
- Do not contract for shipment with commercial concerns unless you have been authorized to do so in writing by your shipping officer.
- Do not request storage-in-transit if your goods are moving by van, unless you will be able to take delivery of the property within a sixty-day period.
- Do not become alarmed if the movers are not at your residence at exactly the appointed time. It is very difficult to schedule a move at a precise hour.
- Do not request special services from the carrier until after you have checked with your shipping officer.
- Do not pack your dishes or bric-a-brac yourself. Leave this to the professional packers. They are better qualified to do the job. Usually commercial firms will not pay claims for damages to items which they do not pack.

Voice-Recording Equipment May Ease Job of Court Reporters in Keeping Records

A familiar sight during a court martial is a Navy enlisted court reporter scratching away on his short-hand pad. This scene may be on its way out in many cases. Under a new program, BuPers is training selected EMs in the use of voice-recording equipment for keeping court records.

The training is in the use of a masked microphone device (into which the reporter speaks) and a recording machine. The machine is equipped with a controlled play-back mechanism. The use of this device will not only enable court proceedings to be recorded more accurately and rapidly, but will require less stenographic training for reporters.

Initial trials with this new method

have shown that the average yeoman, without previous training, can attain a recording speed of from 200 to 300 words per minute after one or two weeks of training. The ease and accuracy of transcription are also greatly improved over that which may be expected from shorthand techniques.

This new technique will not make shorthand reporting obsolete in the Navy, however. For the present, the new system will be used principally by shore stations and fleet commands having a large volume of legal or conference work. Shorthand ability will still be required throughout the service. Training will be continued as heretofore at the yeoman "B" schools.

However, if the new system proves as successful as hoped—and as necessary equipment can be developed, purchased and distributed—it is expected that shorthand requirements will decrease.

The mike training is now being conducted at three locations: the Class "B" Yeoman Schools at San Diego, Calif., and Norfolk, Va., and the Naval Justice School at Newport, R.I.

At the yeoman schools, two-hour familiarization courses are integrated in the schedule. At the Naval Justice School, training takes the form of an additional two weeks of instruction included in the regular course for designated students as well as a special two-week course of instruction for other qualified enlisted personnel.

Naval Justice students taking this training under the first program are regular enlisted students whose orders indicate they should receive such training and who are considered by the school's commanding officer to be qualified. With the additional instruction, the course is lengthened to eight weeks.

The second Naval Justice School program is open to qualified EMs who (1) have previously attended the school or (2) have extensive experience in legal reporting, no major speech defects and who meet the school's eligibility standards.

Eligible rates are PO2s and above in the rating of YN, PN and HM. PO3s and strikers may qualify upon the recommendations of their COs. Other eligibility requirements are listed in ALL HANDS, July 1952, p. 43.

Commissions in Medical Service Corps Offered to Qualified Officers and Enlisted Personnel

Certain qualified officers and enlisted men and women on active duty are offered commissions as ensign in the Medical Service Corps if they have an acceptable OD or BS degree in optometry, a BS in pharmacy or a BS degree with a major in one of the allied medical sciences, from an accredited college or university.

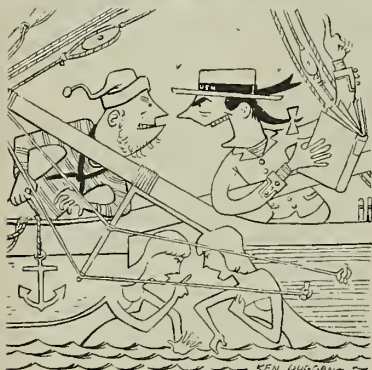
Appointment as lieutenant (junior grade) is offered candidates who hold acceptable ScD or PhD degree in optometry, pharmacy, or a medical allied science. The professional qualification of applicants for appointments in this category must be clearly shown by the graduate studies and original research completed.

The standards of eligibility requirements as detailed in BuPers Inst. 1120.8 (19 Sep 1952), apply to personnel of the Regular Navy and the Naval Reserve on active duty, enlisted personnel of the Marine Corps and USMCR on active duty and officers of USMCR on active duty.

Male applicants must have reached their 21st but not their 32nd birthday at time of appointment and women candidates must be 21 but not over 30 years of age on 1 July of the year of appointment.

Applications of qualified personnel meeting the requirements of the directive must be submitted to the Chief of Naval Personnel and mailed in time to arrive prior to 1 Jan 1953. Marine Corps candidates must forward applications via the Commandant of the Marine Corps and addressed to Chief of Naval Personnel.

SONGS OF THE SEA



Rules of the Road

DAY

Two close-hauled ships upon the sea,
To one safe rule must each agree;
The starboard tack must keep his luff,
The port—bear off!

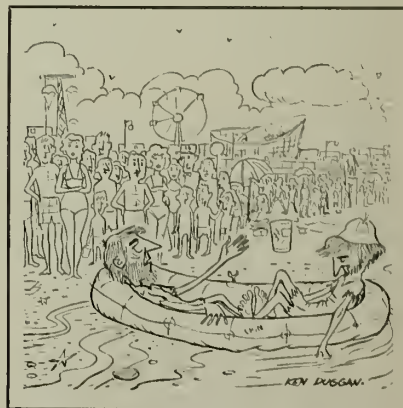
NIGHT

When both side lights you see ahead
You port your helm and show your red.
For green to green, or red to red—
Is perfect safety, go ahead.
And when upon your port is seen
Another's starboard light of green,
There's nothing much for you to do,
For green to port, keeps clear of you.

AT ALL TIMES

When in safety and in doubt
Always keep a sharp lookout;
Strive to keep a level head,
Mind your lights and heave your lead.

—Old Forecastle Song



"I guess this is goodby Jim—I'm starting to hear voices again."

Submarine Careers Open To Junior Officers after Six-Month Training Course

Junior officers, both USN and USNR, who want to serve in submarines may apply for the six-month basic training course at Submarine School, New London, Conn.

The names of 90 officers who have been selected for the class convening 5 Jan 1953 were announced in October by BuPers.

The next course will open during the first week in July 1953. Applications are desired from line officers of the rank of lieutenant (junior grade) and ensign and must reach the Chief of Naval Personnel (Attn: Pers B1117) by 1 Mar 1953, according to BuPers Inst. 1520.6 (3 Oct 1952).

Volunteers must rank from 1 June 1951 or later if they are lieutenants (junior grade) and prior to 1 July 1952 if ensigns. In addition all officers selected must have at least one year of commissioned service as of 1 July 1953, and Reservists must meet requirements of obligated duty as stated in the instruction.

All officers who apply for the submarine training course must be qualified to stand OOD watches underway. In the forwarding endorsement to an officer's application, his commanding officer will state whether the applicant is so qualified.

Officers will be selected for training on the basis of their fitness report records and their educational background as well as on their ability to stand an underway OOD watch.

Each officer's application must be accompanied by a certificate of a medical officer stating that the candidate is physically qualified for sub duty under existing BuMed standards.

Naval Prep School Sends Enlisted Graduates to Academy

The Navy has announced the appointment of 143 Naval and Marine Corps Reservists to the U.S. Naval Academy, Annapolis, Md., including successful candidates from the Fleet who completed the Naval Preparatory School, Brainbridge, Md. They were appointed to the academy under the law which provides that the Secretary of the Navy appoint a quota of 160 Naval Reservists each year.

The successful Reserve candidates for USNA were selected by competi-

Lawyer, Farmer, Navy Chief—Three Careers Fit CPO

At the ceremony at the Washington, D. C. law school that evening, the uniformed CPO walked across the stage for the fourth time. Supreme Court Justice William O. Douglas, who was passing out awards for scholastic honors, smiled and said, "This seems to be getting monotonous, doesn't it?"

"This, sir," the chief grinned back, "is the kind of monotony I like."

The chief — Robert P. Peachey, YNC, USN — had done well for himself, indeed. Carrying out a full Navy job by day, he pursued his legal studies by night and weekends. Out of nine possible honors offered members of his class, Chief Peachey in his next-to-the-last year of study:

- Had the highest scholastic average in his class.
 - Was judged outstanding in oral arguments for the entire school, and
 - Received highest recognition in the trusts competition for the entire school.
- To top this off, the chief was judged next-to-highest in civil procedures for the school and was president of his class.

Now serving in the office of Vice Admiral Charles W. Fox, USN, Chief of Naval Material (who was once a CPO himself), Chief Peachey can boast of a full life. One of 10 children, he enlisted in the Naval Reserve as a yeoman second class in 1941 and immediately went on active duty. (The year before, he had served in the Texas National Guard.) In August 1942, while serving in *uss New Mexico* (BB 40) at Pearl Harbor, T. H., he transferred to the Regular Navy, taking a reduction to yeoman third class.

By the fall of 1943 he had gone up the ladder to CPO and early in 1944 was appointed an ensign. He



was then plucked out of Pacific outposts and ordered to the West Coast for schooling. He came out an instructor himself — teaching landing craft operations. War's end found him on Okinawa as a lieutenant (junior grade).

Leaving the Navy late in 1946, he came back five months later to reenlist as a chief yeoman. Duty took him to Hawaii where he met and married an Army nurse. The Peacheys and their year-old daughter, Bonnie Jean, live on a two-and-one-half acre farm in Virginia. The farm has 40 chickens, many rows of vegetables, a picnic area and four ducks. Among his other pursuits, Peachey is learning farming.

When he first arrived at Washington for duty, Peachey was turned down for enrollment at the law school because, as he explained, "my grades weren't what they could have been." So he took up night classes at another university. Then, with a fresh start, he qualified for law school.

Academically, his studies are about equivalent to a full-time college course. What's more, the chief hopes to graduate next June. All of which means there is going to be a lot of midnight oil burned at Chief Peachey's farm in the next few months.

tive examination and in accordance with the physical and scholastic standards set for admission. Some of the Reservists admitted were in an inactive status and entered the academy directly from civilian life.

The Navy-wide preliminary ex-

amination for selection of Fleet candidates to compete for an appointment to USNA in 1954 will be held the first Monday in July 1953. Reservists in an inactive status must submit applications through official channels prior to 1 Oct 1953.

New Officer Candidate Program Open to Enlisted Personnel

A new naval officer procurement program is now offered to enlisted men and women of the Regular Navy who have three and one-half years' continuous service.

The new plan, which will continue from year to year, opens up a greater opportunity to potential officer candidates from the ranks of commissioned warrant officers, warrant officers and enlisted members of all pay grades who through it can be appointed to permanent commissioned rank as enlisted in the Regular Navy.

It calls for selection of enlisted personnel who possess a minimum of two years' college credits (or the USAFI equivalent as shown by the 2CX

test), other outstanding qualifications and a "sincere motivation" for a naval career. Male applicants will be considered for commissioned appointments in the unrestricted line, Civil Engineer Corps and Supply Corps. Women applicants will be considered for the line and Supply Corps.

The new plan, as announced in BuPers Inst. 1120.7 (18 Sep 1952), will supplement current officer procurement programs. It will not replace any part of the Navy's current officer candidate programs such as the Naval Reserve Officers' Training Corps, Officer Candidate Schools, and Limited Duty Officer (LDO).

Enlisted members interested in ap-

plying will have ample time to prepare themselves by completing the educational credits and time-in-service before the next deadline, 1 Oct 1953. The requirements of eligibility and the procedure to follow in making application are detailed in the BuPers Instruction. The basic qualifications, however, are outlined below. It is suggested that you consult your local Information and Education Officer for guidance before you submit an application to your commanding officer.

Here's the word:

- An applicant must have not less than three and one-half years of continuous naval service at the time of submitting his application. Four years of continuous naval service is required prior to the time of appointment.

- For the two years preceding the date of application, the applicant must have no record of conviction by a general, special or summary court-martial.

- Age — Male applicants must be between the ages of 19 and 31½ at the time they apply. Women applicants must be between the ages of 21 and 28½ at the time of application.

No male applicant can be appointed to commissioned grade who has attained his 33rd birthday at the time of anticipated appointment, nor can women applicants be appointed who have reached their 30th birthday as of 1 July of the calendar year in which appointed.

It is expected that 12 months will be required after application to process completely and appoint selected applicants. Personnel approaching the upper age limit at the time of application are cautioned that while there is a reasonable chance that, if selected, appointments can be made prior to their attaining the maximum age limit, this cannot be guaranteed.

- Education — A minimum of two years' (four semesters) work toward a degree in an accredited college or university must have been satisfactorily completed. However, satisfactory completion of the USAFI educational qualification test, 2CX or its equivalent, may be substituted for the two years of college. The result of this test must be available in the

WAY BACK WHEN

Ship's Schoolmasters on Early Frigates

In marked contrast to the hundreds of diversified schools, training courses and correspondence courses available to personnel of today's Navy, the educational opportunities afforded early American sailors were at best meager and haphazard.

A few frigates had so-called schoolmasters assigned to them for the purpose of instructing midshipmen. (The Naval Academy was not established until 1845.) One "professor" serving in the *Constellation* wrote of the situation:

"The office of schoolmaster is not a permanent one. He has no regular rank and no authority or control whatever over his pupils. On board some of our ships, there is no regular plan of instruction, and on board all it varies according to the varying caprice of the commanding officer or the first lieutenant. The schoolmaster himself has no power to enforce obedience and cannot hold his pupils accountable for neglect of their studies. Hence most of the schools are regulated on the principle of convenience, which means generally little else than no regulation at all."

Schoolmasters were required by their commanding officers to submit periodic reports on the progress of their students. One such report on a midshipman group serving at the time in the *Cyane*, included the following entries:

"Mr. Gustavus Fox commenced algebra and has advanced as far as quadratic equations. Mr. Fox is a very diligent student.

"Mr. John Downs is reading an elementary course of algebra. He is now solving simple equations and is rather idle.

"Mr. Edward Tattnall has learned alge-



braic equations and is now in simple equations. He is not sufficiently industrious. Disposed to be idle.

"Mr. Henry Wise, owing to sickness or some other cause unknown to me, seldom attends the school. He has learned very little indeed.

"Mr. John Worden attends school very irregularly and consequently has not gained much mathematical knowledge."

However, the records show that in this particular "school", at least, the "industrious" prospered, and the "idle" had a change in heart, also coming to the end of successful naval careers. Mr. Fox became Assistant Secretary of the Navy during Lincoln's administration; Downs and Tattnall both became admirals; Wise, brother of Virginia's Civil War governor, also became an admiral and a well-known author; and Worden achieved fame as captain of the *Monitor* in her famous battle with the *Merrimack*.

applicant's record at the time of submitting application if he does not have the formal two years' college. All applicants must also successfully qualify under a written preliminary screening examination to be conducted 1 December each year.

- **Physical** — Each applicant must be physically qualified in accordance with the provisions of the *Manual of the Medical Department* for original appointment in either the line or staff corps as appropriate.

- **Dependents** — There are no restrictions for male applicants. A woman applicant will not be eligible if she is the mother, adoptive mother or personal custodian of a child under 18, or if she is the stepparent of a child under 18 who lives within her household for a period of more than 30 days per year.

- **Selection** — Applicants who qualify in the written screening exam will be considered by a selection board. The board will designate those it deems best qualified for appointment. All designated applicants will then be required to establish professional qualifications.

Male applicants for the line or Supply Corps who are selected will be ordered to the U.S. Naval Schools Command, Newport, R. I., for 16 weeks of general line officer candidate instruction.

Women applicants selected will be ordered to Reserve Officer Candidate School, Bainbridge, Md., for seven weeks' instruction.

Applicants selected for the Civil Engineer Corps will be ordered to the Naval Construction Battalion Center, Davisville, R. I., for four weeks' preparatory study.

- **Professional qualifications** — Naval examining boards will review the academic record of all male ap-

plicants for the line and Supply Corps who satisfactorily complete the 16 weeks' instruction at school. From a review of the Naval School's Command record and other available records, the naval examining boards will determine whether applicants are fully qualified for appointment.

Women applicants who successfully complete the ROC course and also attain a passing score on a professional exam will be certified for appointment.

CEC candidates will be required to take a professional exam in subjects relating to their specialty after completion of the four weeks' preparatory study. Applicants passing this exam will be ordered to U.S. Naval Schools Command, Newport, R. I., for eight weeks' instruction, and upon satisfactory completion, the naval examining board (CEC) will determine whether the candidate is qualified for appointment.

It is emphasized that this program is a recurring one. Deadline dates that fall on a Saturday, Sunday or holiday will be moved up to the next weekday.

Candidates appointed to commissioned grade under this plan will compete with officers of unrestricted classification in all selections and assignments to duty.

Line Officers to Be Considered For Transfer to Supply Corps

In 1953 line officers of the Regular Navy will be considered for transfer to the Supply Corps of the Regular Navy. A selection board will be convened for this purpose during January.

Alnav 49-52, which announced this selection board, states that requests for such transfer should be submitted via commanding officers to reach the Chief of Naval Personnel (Attn: Pers B111h) prior to 15 December 1952.

Basis of this program is Article C-1105 (BuPers Manual) which reads in part: "Officers of the line of the Navy, not above the grade of lieutenant commander, may be transferred and appointed by the President, by and with the advice and consent of the Senate, to the corresponding grade in the Civil Engineer Corps, or Supply Corps without regard to the age of the officers so transferred."



Third Exposure Not Required Of Twice Wounded Vets

Navymen who have been wounded twice while in Korea need not go back for a third time unless they want to.

Under BuPers Instruction 1300.9, personnel who have been twice wounded in the Korean campaign will be ordered from Korea upon request and will not be ordered back to service in Korea or to duty in ships or units which have been alerted for a move to the Korean area — unless they so request.

However, in order to consider yourself in this category, your wounds must have been sufficiently serious to require hospitalization for more than 48 hours. Noneombat casualties such as frostbite are not considered as "wounds" under this instruction.

Officers desiring exemption from further combat duty in accordance with the provisions of the Instruction shall submit requests to the Chief of Naval Personnel via their commanding officers. Enlisted personnel shall submit their requests to their commanding officers who shall have an entry made on page 13 of their service record.



QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 7.

1. (a) Coral Sea.
2. (c) FH-1 Phantom. The occasion was 21 July 1946.
3. (c) Patent or stockless anchor.
4. (a) Its ease of handling and stowing. Because of the absence of a stock it can be hoisted directly into the hawse-pipe and stowed there, ready for letting go quickly.
5. (b) Machinery repairmen.
6. (c) Builders.

List of New Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Brooklyn 1, N.Y., is published here for the convenience of ships and overseas bases. Program number follows the title of each picture. Technicolor films are designated by (T). Distribution of the following films began in October.

ALL HANDS will carry new listings from time to time of motion pictures obtainable from the Navy Motion Picture Exchange.

Sudden Fear (1002): Drama; Joan Crawford, Jack Palance.

Bonzo Goes to College (1003): Comedy; Maureen O'Sullivan, Charles Drake.

Affair in Trinidad (1005): Melodrama; Rita Hayworth, Glenn Ford.

Lady in the Iron Mask (1006): Melodrama; Louis Hayward, Patricia Medina.

Last Train from Bombay (1004): Melodrama; Jon Hall, Lisa Ferraday.

Woman of the North Country (1007): Drama; Ruth Hussey, Rod Cameron.

Sea Tiger (1008): Adventure; Marguerite Chapman, John Archer.

Big Jim McLean (1009): (Reds in Hawaii); John Wayne, Nancy Olson.

My Wife's Best Friend (1010): Comedy; Anne Baxter, MacDonald Carey.

Lure of the Wilderness (1011) (T): Melodrama; Jeffrey Hunter, Jean Peters.

You for Me (1012): Comedy; Peter Lawford, Jane Greer.

The Merry Widow (1013) (T): Musical; Lana Turner, Fernando Lamas.

Son of Paleface (1014) (T): Comedy; Bob Hope, Jane Russell.

Operation Secret (1015): Drama; Cornel Wilde, Steve Cochran.

The Rose Bowl Story (1016): Drama; Marshall Thompson, Vera Miles.

Toughest Man in Arizona (1017): Western; Vaughn Monroe, Joan Leslie.

O'Henry's Full House (1018): Melodrama; Fred Allen, Anne Baxter.

The Golden Hawk (1019) (T): Sea Adventure; Sterling Hayden, Rhonda Fleming.

Arctic Flight (1020): Drama; Wayne Morris, Alan Hale.

Story of Will Rogers (1021) (T): Biography; Jane Wyman, Will Rogers, Jr.

The Devil Makes Three (1022): Drama; Gene Kelly, Pier Angeli.

Monkey Business (1023): Comedy; Cary Grant, Ginger Rogers.

Just for You (1024) (T): Musical; Bing Crosby, Jane Wyman.

The Navy's selection of 20 outstanding motion pictures released prior to 1943, for distribution to ships and overseas bases during the current fiscal year has been completed. The second 10 of the outstanding films now being distributed are titled: *The Great Waltz*; *Mr. Smith Goes to Washington*; *Destry Rides Again*; *Boom Town*; *On Borrowed Time*; *Lives of a Bengal Lancer*; *The Crusades*; *Here Comes Mr. Jordan*; *Abe Lincoln in Illinois*, and *Story of Vernon and Irene Castle*. The first 10 reissued films are listed in ALL HANDS, October 1952, p. 53.

Daughters of Naval Personnel Eligible for Scholarships

Twelve-month scholarships of \$2520 each are being offered to daughters of naval officers and enlisted personnel by a fashion academy in New York.

Applicants must be 17 years of age or over, high school graduates, physically and mentally well, and interested in fashion as a career. The training is received at the Fashion Academy, Fifth Avenue, New York, N. Y.

Naval personnel who have daughters who can qualify for these scholarships may forward an application direct to Chief of Naval Personnel (Attn: Pers G212), Navy Department, Washington 25, D. C.

The scholarships will cover all tuition costs and supplies, but do not include living expenses. A purpose of the scholarship offer is to assist qualified applicants where a condition of financial assistance is a need. Students are accepted for the complete course following a satisfactory probationary term of three months.

Transfers to Regular Navy for Reserve Officers Who Were Formerly in NavCad Program

Naval Reserve aviators who were formerly Naval Aviation Cadets may apply for transfer from the USNR to the Regular Navy. In this annual program, a selection board will convene on or about 1 Feb 1953 to select Reservist candidates who accepted appointments as ensign (1325), USNR, between 1 Jan 1951 and 30 June 1951.

Other eligibility requirements: less than 25 years of age upon acceptance of the ensign appointment and completion (prior to 1 Jan 1953) of 18 months' continuous active commissioned service after designation as a naval aviator.

Interested officers should submit applications via their reporting senior to BuPers. Full details on applications and accompanying medical forms are contained in BuPers Notice 1120 (29 Sept 1952).

Deadline date for receipt of applications in this increment of the program is 1 Jan 1953.

Successful applicants will be issued a permanent commission as ensign with the same date of rank as they now hold. Those serving in the temporary grade of lieutenant (junior grade) will be issued a temporary appointment in that grade with the date of rank the same as that held in the Naval Reserve.

Operating in the Arctic Is Studied in New Course

A new course in Naval Arctic Operations (NavPers 10946) is available to officers and chief petty officers from the Naval Correspondence Course Center.

Based upon the *Naval Arctic Operations Handbook*, Parts I and II, this course considers amphibious and over-ice operations as well as strategy and logistics. The course also presents general information on geography, climate, weather, international law, clothing and personal equipment, health and survival.

Application should be made through official channels, using form NavPers 992. This form may be obtained from your ship's office, the commander of your organized units, or your district headquarters.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many Instructions and Notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 48 — Suspends issue and use of certain typhus vaccine and directs the return of the material to the manufacturer or its destruction.

No. 49 — Announces convening of selection board to consider requests from USN officers of the line, not

Scholarships Open to Sons of Deceased Navymen, Marines

One-year tuition scholarships at selected civilian preparatory schools are being offered to the sons of deceased Navy and Marine Corps personnel who wish to prepare for entrance to the Naval Academy.

The Society of Sponsors of the U.S. Navy, composed of approximately 700 women who have christened combatant ships, is the organization offering the scholarships. Awards are made on the basis of character, aptitude for naval service, scholastic standing and financial need.

Naval personnel are encouraged to bring details of this opportunity to the attention of young relatives or friends in civilian life who may qualify and are descendants of deceased naval personnel.

These scholarships are awarded for one year in one of the recognized naval preparatory schools of the recipient's choice, either as a day or boarding student.

Applications may be made through the headquarters of the Navy Relief Society in Washington, D.C., or any of its auxiliaries — or directly to the Society's chairman, Mrs. Jennings Bailey, 5 Grafton St., Chevy Chase, Md.

above lieutenant commander, for transfer to the Supply Corps.

No. 50 — Announces convening of line officer selection board to recommend officers on active duty for temporary promotion to the grade of commander.

No. 51 — Announces the death of the former Secretary of the Navy Francis P. Matthews 18 Oct 1952.

No. 52 — States that because of urgent military airlift requirements, some air parcel post may have to be diverted to surface carrier, especially during the Christmas season.

BuPers Instructions

No. 1020.1 — Restates unchanged as a Navy directive information on the uniform for U.S. Navy technicians.

No. 1085.9 — Outlines policy regarding entries of "race" on all forms, records and reports concerning naval personnel.

No. 1111.2 — Establishes procedure for handling and administering Navy and Marine Corps examinations for NROTC candidates each year.

No. 1120.9 — Outlines eligibility requirements and processing procedures for appointment of enlisted women, USN and USNR, with college degrees to commissioned grade, USNR.

No. 1300.9 — States that Navymen twice wounded in combat in Korea will not be ordered back to combat areas unless they so request.

No. 1301.7 — Republishes in Navy Directive System the policy of sea, shore and foreign shore rotation of officers.

No. 1301.9 — Concerns rotation of 1100 and 1300 officers trained in aerology to general aviation assignments.

No. 1412.5 — Information to Reserve officers on active duty regarding the waiver of professional requirements for promotion.

No. 1412.6 — Outlines requirements and procedures for promotion and assignment to pay grades W-1 through W-4 of warrant and commissioned warrant officers of the Regular Navy and Naval Reserve.

No. 1510.8 — Announces establishment of training program for enlisted men in the use of recording machines for court reporting.

No. 1552.2 — Republishes announcement of availability and distribution to all ships and stations of



"Say George, how does that story end, where the guy's 30,000 feet up and..."

wallet-size card telling what an individual should do in case of atomic attack.

No. 1616.1 — Provides for annual, instead of semi-annual, submitting of evaluation sheets for chief and first class petty officers.

No. 1760.2 — Announces distribution of addenda to pamphlet "Rights and Benefits of the New Naval Veteran," NavPers 15853.

No. 1761.4 — Announces a revision and distribution of a new civil readjustment pamphlet, "Referral Directory for Navy Veterans' Counselors," NavPers 15832 (Rev August 1952).

No. 3310.1 — Republishes for Navy Directive System the flight training program designed to integrate LTA/HTA personnel into the Navy's aeronautic organization.

No. 10150.1 — Gives information regarding bedding items furnished to enlisted men.

BuPers Notices

No. 1120 — (29 Sept 1952) Invites applications from certain former Naval Aviation Cadets for appointment in the line of the Regular Navy.

No. 1331 — (16 Oct 1952) Requests applications from officers for duty in public information billets.

No. 1551 — (14 Oct 1952) Announces availability of series of posters on water conservation aboard ship.

No. 1700 — (23 Oct 1952) Informs members of armed forces who are not U.S. citizens concerning naturalization. The effective date of new immigration and naturalization regulations (Public Law 414) is 24 Dec 1952.

DECORATIONS & CITATIONS



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

Gold star in lieu of second award:

★ KAIL, Robert B., CDR, USN, on staff of Commander Task Force 95 from 25 Oct 1950 to 21 June 1951.

★ LESSENDEN, Chester M., Jr., LCDR, MC, USN, surgeon of a Marine Infantry Regiment from 27 November to 5 Dec 1950.

★ PARKS, Lewis S., RADM (then CAPT) USN, CO of *uss Manchester* (CL 83) and at various times Commander Task Force 72, Commander Task Group 95.2 and Commander of several task elements from 13 Sept 1950 to 1 June 1951.



DISTINGUISHED FLYING CROSS

"For heroism or extraordinary achievement in aerial flight . . ."

Gold star in lieu of second award:

★ SISK, Hoke M., CDR (then lieutenant commander), USN, while serving in Fighter Squadron 33 from 10 Oct 1950 to 19 Jan 1951.

Gold star in lieu of third award:

★ GALLAGHER, Marion R., LT, USN, while serving in Attack Squadron 55 from 14 September to 18 Nov 1950.

★ SWINBURNE, Harry Wm., Jr., LT, USN, while serving as pilot of a helicopter, attached to *uss Helena* (CA 75) from 7 August to 28 Sept 1950.

★ THORIN, Duane W., AMC, USN (missing-in-action), while serving as pilot of a helicopter, attached to *uss Rochester* (CA 124) on 22 Jan 1952.

Gold star in lieu of fourth award:

★ SUNDBERG, Harry J., LT, USN, while serving as a pilot in Helicopter Unit One Detachment from 5 August 1950 to 16 Feb 1951.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ BROWN, Charles F., MM3, USNR, while serving in *uss Holder* (DDE 819) on 22 Jan 1952.

★ CLINE, Carl E., AB2, USN, while serving in *uss Valley Forge* (CV 45) on 24 Dec 1951.

★ LIVINGSTON, Lyle W., BOSN, USN, while serving in *uss Essex* (CV 9) on 27 Nov 1951.

★ ZEHETNER, Howard C., ENS, USNR, while attached to Fighter Squadron 51 on 27 Nov 1951.



BRONZE STAR MEDAL

"For heroic or meritorious achievement or service during military operations . . ."

★ ADAMS, Thomas H., HM3, USN, attached to the First Marine Division from 1 to 4 Dec 1950.

★ ANDERSON, Gustave T., LCDR, MC, USN, attached to the First Marine Division from 27 October to 12 Dec 1950.

★ BANCROFT, Gaylord H., HN, USNR, attached to the First Marine Division on 27 Nov 1950.

★ CHURCH, Franklyn D., LTJG, DC, USNR, attached to the First Marine Division from 6 November to 10 Dec 1950.

★ CUMMINS, George W., LCDR, ChC, USNR, senior chaplain of Marine Aircraft Group 12 from 14 October to 22 Dec 1950.

★ FAIN, Charles Wm., Jr., LT (then lieutenant (jg)), DC, USN, regimental dental officer of a Marine Infantry Regiment from 8 November through 10 Dec 1950.

★ FITCH, James F., LTJG, MC, USNR, attached to the First Marine Division from 15 September to 1 Oct 1950.

★ FORD, Roy M., HMC, USN, attached to the First Marine Division from 6 November to 10 Dec 1950.

★ FRAZIER, John A., HM3, USN, serving with the First Marine Division on 4 Dec 1950, awarded Bronze Star Medal with Combat "V".

★ FREDSON, Floyd E. F., FN, USN, serving in *uss Redhead* (AMS 34) on 12 Oct 1950.

★ GIPSON, Harold H., HM3, USN, serving with a Marine Infantry Company on 26 Sept 1950.

★ GREAVES, Howard P., LT, MC, USNR, attached to the First Marine Division from 27 November to 4 Dec 1950.

★ HARVEY, Robert J., LTJG, MC, USNR, attached to a Marine Infantry Battalion from 15 September to 2 Nov 1950.

★ HAWLEY, William D., Jr., LTJG, MC, USNR, attached to the First Marine Division

from 6 November to 10 Dec 1950.

★ HICKEY, Bernard L., LTJG, ChC, USN, attached to a Marine Infantry Regiment from 15 Sept to 2 Nov 1950.

★ IFFRIC, Francis O., CDR, USN, on the staff of Commander Seventh Fleet Activities Japan-Korea from 21 Aug 1950 to 7 July 1951.

★ INGVLSTAD, Orlando, Jr., LCDR, ChC, USN, attached to the First Marine Division, from 15 to 27 Sept 1950.

★ IVY, Wallace A., HM1, USN, attached to the First Marine Division from 27 October to 10 Dec 1950.

★ KELLEY, Richard H., SN, USNR, attached to *uss Noble* (APA 218) on 24 Dec 1950.

★ KING, Ed R., CDR, USN, CO of *uss Massey* (DD 778) from 13 Oct 1950 to 19 Apr 1951, awarded Bronze Star Medal with Combat "V."

★ KINSELLA, Charles Wm., CDR, USN, serving in *uss Philippine Sea* (CV 47) from 5 Aug 1950 to 25 May 1951.

★ KUEHNER, John L., Jr., HM3, USN, attached to the First Marine Division on 3 Oct 1950.

★ LANCASTER, Newman C., ADC, USN, serving in Fighter Squadron 112 from 5 Aug 1950 to 22 Mar 1951.

★ LIEFFRING, Edward, HM3, USN, serving with the First Marine Division on 29 May 1951.

★ LINDSTROM, Willis W., GUN (then chief aviation ordnanceman), USN, serving in *uss Bataan* (CVL 29) from 15 Dec 1950 to 16 Apr 1951.

★ LIPSCOMB, William R., CWOHC, USNR, attached to the First Marine Division, from 26 November to 10 Dec 1950.

★ LANDRETH, Thomas C., HN, USN, serving in the First Marine Division on 7 Dec 1950.

★ LIEBSCHNER, Orville O., CDR, USN, CO of *uss Forrest Royal* (DD 872) from 27 Oct 1950 to 19 Apr 1951, awarded Bronze Star Medal with Combat "V."

★ LIPIKO, John, BM3, USN, serving in *uss Mount Katmai* (AE 16) from 18 Aug 1950 to 28 Feb 1951.

★ LOWRY, William M., CDR, USN, CO of *uss Fletcher* (DDE 445) from 6 to 29 Oct 1950.

★ LUHR, John P., LT, then lieutenant (jg), MC, USNR, attached to the First Marine Division from 28 November to 12 Dec 1950.

★ LYDON, John F., BMC, USN, assistant salvage officer on 15 Sept 1950, awarded Bronze Star Medal with Combat "V."

★ MASTALSKI, John J., CHMACH, USN,

serving in *uss Missouri* (BB 63) from 16 Sept 1950 to 28 Mar 1951.

★ MCCORMICK, Donald W., ADC, USN, serving in Fighter Squadron 111 from 5 Aug 1950 to 22 Mar 1951.

★ MCNEA, Melvin G., HM3, USN (posthumously), attached to the First Marine Division on 19 Sept 1950, awarded Bronze Star Medal with Combat "V."

★ MEOLA, Vincent J., CAPT, USN, attached to the staff of Commander Naval Forces, Far East, from 27 June to 15 Dec 1950.

★ MICHAEL, Fred D., CDR, USN, CO of *uss Zellars* (DD 777) from 13 Oct 1950 to 19 Apr 1951, awarded Bronze Star Medal with Combat "V."

★ MILLER, Garland C., HM2, USN, attached to the First Marine Division on 21 Sept 1950.

★ MODICA, Anthony R., LT, USN, serving in *uss Philippine Sea* (CV 47) from 5 Aug 1950 to 25 May 1951.

★ MOYNAHAN, Richard F., Jr., EM1, USN, serving in *uss Sicily* (CVE 118) on 22 Nov 1950.

★ MUNDY, Kenneth A., LCDR, USN, CO of *uss Arkikara* (ATF 98) from 27 July 1950 to 8 Jan 1951, awarded Bronze Star Medal with Combat "V."

★ MURPHY, John P., CDR, ChC, USN, serving with the First Marine Air Wing from 14 October to 15 Dec 1950.

★ NAGY, Theodore E., CHBOSN, USN (Ret.), serving in *uss Mount Katmai* (AE 16) from 18 Aug 1950 to 28 Feb 1951.

★ NEELY, Thomas E., EN1, USN, boat engineer of an LCPV on 15 Sept 1950.

★ OAKLEY, Wilbur R., HMC, USNR, attached to the First Marine Division from 28 November to 11 Dec 1950.

★ O'BRIEN, Charles W., CWOHC, USN, attached to the First Marine Division from 28 November to 9 Dec 1950, awarded Bronze Star Medal with Combat "V."

★ O'BRIEN, George R., Jr., HM3, USN, attached to the First Marine Division on 7 Dec 1950.

★ OGLE, Elvin C., CDR, USN, CO of *uss Radford* (DDE 446) from 6 to 29 Oct 1950.

★ OLSEN, Albert R., CDR, USN, CO of *uss Hank* (DD 702) from 13 Oct 1950 to 19 Apr 1951, awarded Bronze Star Medal with Combat "V."

★ PFEIFER, Laverne F., LTJG, MC, USNR, attached to the First Marine Division from 21 September to 5 Oct 1950.

★ PHILPOT, Jimmie S., HN, USN, serving with the First Marine Division on 3 July 1951.

★ PIRKLE, Hubert C., LTJG, MC, USNR, attached to the First Marine Division from 8 to 11 Dec 1950.

★ PRICE, John D., LCDR, USN, attached to Commander Naval Forces, Far East, from June 1950 to July 1951.

★ RARING, George L., CAPT (then commander), USN, on the staff of Commander Service Division 31 from 27

July 1950 to 31 Mar 1951.

★ REAMS, Leslie E., QMC, USN, serving in *uss Missouri* (BB 63) from 16 Sept 1950 to 28 Mar 1951.

★ ROLOPH, William E., HM1, USN, attached to the First Marine Division on 4 Dec 1950, awarded Bronze Star Medal with Combat "V."

★ SANCHEZ, Mariano R., BM1, USN, serving in *uss Merganser* (AMS 26) on 1 Oct 1950, awarded Bronze Star Medal with Combat "V."

★ SANDERSON, Everett G., CDR, USN, CO of *uss Duncan* (DDR 874) and Commander Task Element 95.21 from 16 to 30 May and from 13 to 27 June 1951.

★ SETTLE, Harry D., BMC, USN, serving in *uss LST 859* on 15 Sept 1950, awarded Bronze Star Medal with Combat "V."

★ SHELTON, Donald F., HN, USN, attached to a Marine Infantry Company on 3 Nov 1950, awarded Bronze Star Medal with Combat "V."

★ SMITH, Howard K., LCDR, USN, CO of *uss Lipan* (ATF 85) from 27 July 1950 to 26 Feb 1951, awarded Bronze Star Medal with Combat "V."

★ SMITH, Russell H., CDR, USN, on the staff of Commander Task Force 95 from 5 Oct 1950 to 21 June 1951.

★ SPARKS, James E., LTJG, MC, USNR,

attached to the First Marine Division from 27 November to 12 Dec 1950.

★ STENDER, Charles R., CHGUN, USN, serving in *uss Mount Katmai* (AE 16) from 18 Aug 1950 to 28 Feb 1951.

★ SULLIVAN, Edward T., Jr., LCDR, USN, on the staff of Commander Seventh Fleet from 3 Sept 1950 to 28 Mar 1951, awarded Bronze Star Medal with Combat "V."

★ TONER, Raymond J., CDR, USN, CO of *uss English* (DD 696) from 13 Oct 1950 to 19 Apr 1951.

★ TRICKEY, Everett A., CDR, USN, serving in *uss Toledo* (CA 133) from 26 July to 22 Oct 1950, awarded Bronze Star Medal with Combat "V."

★ VAN ANTWERP, Eugene I., LT, ChC, USNR, attached to the First Marine Division from 20 to 24 Jan 1951.

★ VERNARSKY, Frank E., HM1, USN, attached to the First Marine Division from 4 to 9 Dec 1950, awarded Bronze Star Medal with Combat "V."

★ VOGEL, William A., BT1, USN, attached to *uss Hollister* (DD 788) on 27 Aug 1950.

★ WANLESS, Robert H., CDR, USN, CO of *uss Samuel N. Moore* (DD 747) from 5 September to 15 Oct 1950, awarded Bronze Star Medal with Combat "V."

Purple Heart Won by Descendant of Original Winner

Marine Second Lieutenant John J. Bissell of Pittsburgh, Pa., a direct descendant of the first Purple Heart winner, has been awarded the same decoration for wounds received during the battle for "Bunker Hill" in Korea.

The Purple Heart was authorized 7 Aug 1782 for Continental Army troops during the Revolutionary War by General George Washington. The first award was presented to Sergeant Daniel S. Bissell of Winsor, Conn.

The order sent to the Revolutionary troops read in part: "The General, ever desirous to cherish a virtuous ambition in his soldiers, as well as to foster and encourage every species of military merit, directs that whenever any singularly meritorious action is performed, the author of it shall be permitted to wear on his facings, over the left breast, the figure of a heart in purple cloth, or silk, edged with narrow lace or binding . . . Men who have merited this distinction shall be suffered to pass all guards and sentinels which officers are permitted to do."

The decoration, the first in the

history of the U.S. to be awarded to an enlisted man or non-commissioned officer, fell into disuse after the Revolution and remained forgotten until 1832 when it was revived by the Army, and was awarded retroactively to all World War I wounded. It was extended to all members of the armed forces wounded or killed in action in World War II.

The Purple Heart was authorized for naval personnel 3 Dec 1942. Naval personnel who were wounded in enemy action prior to 7 Dec 1941, who make application for it, are eligible to receive the decoration. No awards, however, were made posthumously.



PURPLE HEART — new and old

BOOKS: LOTS OF NEW VOLUMES FOR SAILORS TO READ

RECENT additions to ship and shore libraries include books on navigation, World War II, and South Pole expeditions. Here are reviews of some of these, chosen by the BuPers library services staff:

• *The Sky and the Sailor*, by Harold Augustin Calahan; Harper and Brothers.

This book, tracing the development of celestial navigation, has been written for the layman, not the experienced navigator. It has been written with the point of view of a sailor, not a scholar.

You'll pick up lots of interesting little tidbits of information as you turn the pages of this book, in addition to getting the broad, over-all picture.

For example, early navigators found their way by what is now called "dead reckoning." Calahan says there's nothing "dead" about it. Originally it was called, in English, "deduced reckoning." This was abbreviated to "ded. reckoning"—later, and currently, it has been misspelled as "dead reckoning."

Written in a light, sometimes humorous style, the book should be popular with Navymen.

★ ★ ★
• *Guy's On Ice*, by Lyman R.

Ellsworth; David McKay Company.

This is a World War II story of a handful of GIs who were sent to St. Paul Island in the Pribilofs to give warning of an expected Japanese attack on Dutch Harbor and to blow up the island, if necessary, to keep the enemy from getting it and the valuable seal rookeries.

During the course of their stay on St. Paul, the men underwent many privations. A blizzard took its toll of their members. One man went mad. Planes bringing in morale-building mail were few and far between. But there was humor, too, and relaxation. And, of course, the apricot brandy they distilled themselves.

The book is written in narrative form by the former Army sergeant who was in charge of the "operation." His occasional brushes with low-ranking brass will bring chuckles. The book has plenty of "punch" and is well worth reading.

★ ★ ★
• *Stepping Stones to the South Pole*, by J. R. Nichol; Library Publishers.

Here's a volume describing the quest for the South Pole. It deals with the exploits of such men as Cook, Scott, Mawson, Amundsen and Byrd. Supplementing H. R. Mill's book,

Siege of the South Pole, which was published in 1905, Nichol's work not only deals with the "ancient history" of Antarctic exploration, but also includes 20th century developments.

Carefully documented and well written, this book should appeal to sea-faring men. It's got lots of good illustrations, too.

★ ★ ★
• *Hunter*, by J. A. Hunter; Harper and Brothers.

John Hunter is one of the last of the great big game hunters who made their living in Africa. From rogue elephants to antelopes to lions, Hunter played the game to the hilt.

Hunter is a Scot. As a child, he acquired an ungovernable taste for hunting, be it duck or geese. Unhappy with his future as a farmer and with his social life, he is packed off to Africa to work for a cousin. This, too, turns out rather badly. But for the help of a kindly compatriot, Hunter would have returned home.

Instead, he got a job as a guard on a railroad. One day he and the engineer spotted a herd of elephants. Against the engineer's advice, Hunter followed his natural bent and took a shot at one of the beasts. Bedlam broke out. But John Hunter had killed his first elephant and he discovered that the ivory tusks were worth quite a bit of money. He had found a career—that of professional hunter.

This is an excellent book, full of competent writing and unusual photographs. Book-of-the-Month Club chose it as one of its offerings. Don't miss it.

★ ★ ★
• *The New Breed*, by Andrew Geer; Harper and Brothers.

There have been several books published on the Korean war. In the years to come, there will be others—some factual, some fictional. Major Geer's book is an attempt to tell the story of the rank and file Marine fighting in Korea.

Geer says, "Command is the producer, the stage manager of the battle, and must be coldly efficient and detached. The warm, human stories come from the riflemen, the machine gunners, the bazooka and BARmen, and the small unit commanders and NCOs. They are the men who face the floodlights and act out the drama."

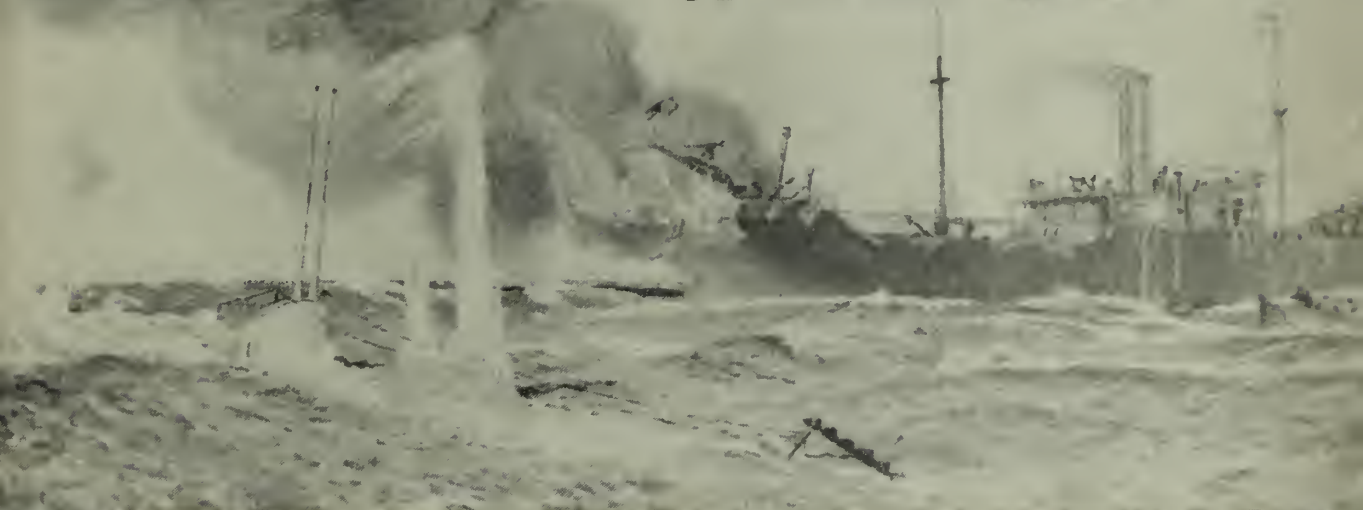
Geer's book is well-written. It, too, is action-packed. For insight into the life of a Ko-War veteran, you'll want to read it.



'THE DYING SUN'—Ill-fated *Endurance* is firmly frozen in Antarctic waste-land. Photograph taken from *Stepping Stones to the South Pole*.

"Q"-BOATS

MYSTERY SHIPS OF WORLD WAR I



Action in the Atlantic: 1917

Sea wolves in sheep's clothing, these harmless-looking "tramp steamers" packed a hidden punch that sent many a German submarine to its death. The Q-boat story, kept secret during the war, is here recounted by a man who knew it at firsthand, RADM William S. Sims, USN, in his exciting book, *The Victory at Sea*.

In World War I—just as they were to be in World War II years later—German submarines were a serious menace. U-boat commanders, especially in the early days of 1914 and 1916, had easy pickings. Thousands of tons of allied shipping were sent to the bottom of the Atlantic.

But the Allies soon discovered an important flaw in the U-boat method of attack. To conserve Germany's small store of torpedoes, submarine commanders were under strict instructions from Berlin to sink as many ships as possible with gunfire instead of with the precious "fish". Taking advantage of this fact, the Allies—with the British in the lead—developed the "Q-boat" or "mystery ship", the decoy of the sea lanes.

Each Q-boat, to all outward appearances, was a humble tramp steamer plodding across the ocean. But appearances can be deceiving, as in this case they were. Behind collapsible bulwarks and canvas screens were concealed heavy guns, depth charges and even torpedo tubes. Down below, watertight compartments were loaded with timbers designed to keep the vessel afloat despite repeated torpedoings.

The Q-boats enjoyed success at first for the simple reason that they were able to send several submarines to the bottom before their commander could send back a warning to Germany. As was inevitable, however, one submarine escaped a Q-boat attack and the cat was out of the bag.

Oddly enough, though, the fact that the Q-boats were now known to exist did not reduce their usefulness. It

may even have increased it. Why? Because the Germans still couldn't tell which were the Q-boats and which were sitting ducks. As a result, they poured scores of torpedoes and hundreds of pounds of projectiles into defenseless cargo ships. Admittedly, this procedure sank some ships but it meant a greater outlay of shells and projectiles and reduced war patrols of German submarines.

The following is the account of the heroic Q-boats. Although the particular missions described, involving the British HMS Dunraven and our USS Santee, proved unsuccessful, they provide an accurate and detailed description of the activities of the British and American Q-boat sailors exposing themselves to the enemy.

This account is excerpted and freely arranged.

THESE ships [the Q-boats] were so effectively disguised that even the most experienced eyes could not discover their real character. For weeks they could lie in dock, the dockmen never suspecting that they were armed to the teeth. Even the pilots who went aboard to take them into harbor never discovered that they were not the merchant ships which they pretended to be. Captain David C. Hanrahan, who commanded the U. S. mystery ship *Santee*, based on Queenstown [base on the southern coast of Ireland], once entertained on board an Irishman from Cork. The conversation which took place between this American naval officer—who, in his disguise, was indistinguishable

From "The Victory at Sea" by Rear Admiral William S. Sims, usn, with copyright date of 1920, published by Doubleday, Page & Company. Reprinted by permission of Mrs. William S. Sims in behalf of the estate of the author.

Q-BOATS: MYSTERY SHIPS OF 1917

from a tramp skipper of many years' experience—disclosed the complete ignorance of the guest concerning the true character of the boat.

"How do you like these Americans?" Captain Hanrahan innocently asked.

"They are eating us out of house and home!" the indignant Irishman remarked. The information was a little inaccurate, since all our food supplies were brought from the United States; but the remark was reassuring as proving that the ship's disguise had not been penetrated. Such precautions were the more necessary in a port like Queens-town where our forces were surrounded by spies who were in constant communication with the enemy.

For the greater part of 1917 from twenty to thirty of these ships sailed back and forth in the Atlantic, always choosing those parts of the seas where they were most likely to meet submarines. They were "merchantmen" of all kinds—tramp steamers, coasting vessels, trawlers, and schooners. Perhaps the most distressing part of existence on one of these ships was its monotony: day would follow day; week would follow week; and sometimes months would pass without encountering a single submarine. But the mystery boat was a patient fisherman, constantly expecting a bite and frequently going for long periods without the slightest nibble. This kind of an existence was not only disappointing but also exceedingly nerve racking; all during this waiting period the officers and men had to keep themselves constantly at attention; the vaudeville show which they were maintaining for the benefit of a possible periscope had to go on continuously; a moment's forgetfulness or relaxation might betray their secret, and make their experiment a failure.

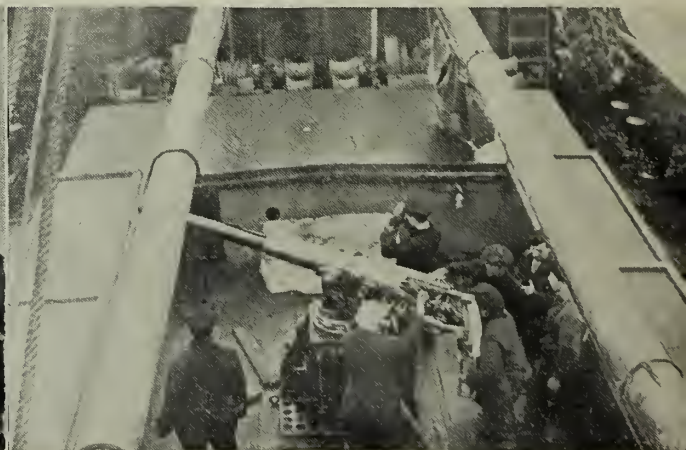
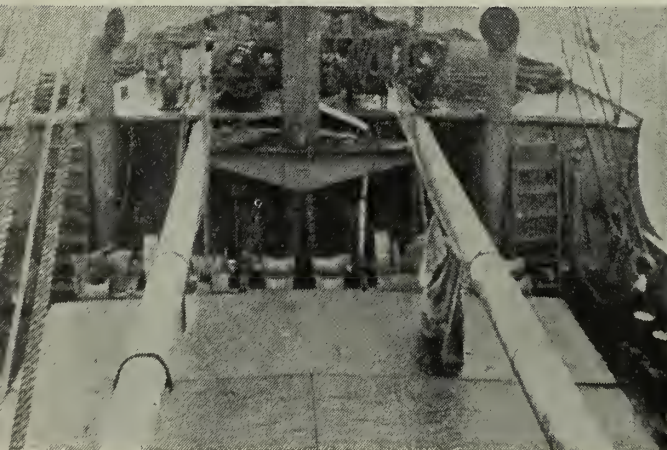
About the most welcome sight to a mystery ship, after a period of inactivity, was the wake of a torpedo speeding in its direction. Nothing could possibly disappoint it more than to see this torpedo pass astern or forward without hitting the vessel. In such a contingency the genuine merchant ship would make every possible effort to turn out of the torpedo's way. The helmsman of the mystery ship, however, would take all possible precautions to see that his vessel was hit [so that the attacking submarine would surface.—Ed.]. There was, however, little danger that the mystery ship would go down immediately for all available cargo space had been filled with wood,

which gave the vessel sufficient buoyancy sometimes to survive many torpedoes.

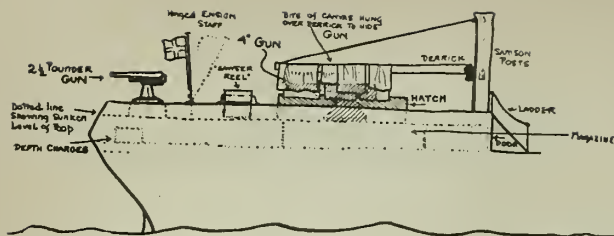
Of course this, as well as all the other details of the vessel, was unknown to the skipper of the submerged submarine. Having struck his victim in a vital spot, he had every reason to believe that it would disappear beneath the waves within a reasonable period. The business of the disguised merchantman was to encourage this delusion in every possible way. From the time that the torpedo struck, the mystery ship behaved precisely as the everyday cargo carrier, caught in a similar predicament, would have done. A carefully drilled contingent of the crew, known as the "panic party," enacted the role of the men on a torpedoed vessel.

Under the control of the navigating officer these men would make for a lifeboat, which they would lower in realistic fashion—sometimes going so far, in their stage play, as to upset it, leaving the men puffing and scrambling in the water. One member of the crew, usually the navigator, dressed up as the "captain," did his best to supervise these operations. Finally, after everybody had left, and the vessel was settling at bow or stern, the "captain" would come to the side, cast one final glance at his sinking ship, drop a roll of papers into a lifeboat—ostensibly the precious documents which were so coveted by the submarine as an evidence of success—lower himself with one or two companions, and row in the direction of the other lifeboats. Properly placing these lifeboats, after "abandoning ship," was itself one of the finest points in the plot. If the submarine rose to the surface it would invariably steer first for those little boats, looking for prisoners or the ship's papers; the boats' crews, therefore, had instructions to take up a station on a bearing from which the ship's guns could most successfully rake the submarine.

Thus to all outward appearance this performance was merely the torpedoing of a helpless merchant vessel. Yet the average German commander became altogether too wary to accept the situation in that light. He had no intention of approaching either lifeboats or the ship until entirely satisfied that he was not dealing with one of the decoy vessels which he so greatly feared. There was only one way of satisfying himself; that was to shell the ship so mercilessly that, in his opinion, if any human beings had remained aboard, they would have been killed or forced to surrender. The submarine therefore arose at a



HATCH is closed over a 12-pounder (left). Same hatch, open, shows 12-pounder manned and ready for action.



PLAN of remodeled *Dunraven* shows sunken level of poop, gun placements, and other shipboard details.

Dunraven's guns could get a good shot at the submarine should the Germans follow their usual plan of inspecting the lifeboats before visiting the sinking merchantman.

So far everything was taking place according to programme; but presently the submarine reopened fire and scored a shot which gave the enemy all the advantages of the situation. I have described in some detail the stern of the ship—a variegated assortment of depth charges, shell, guns, and human beings. The danger of such an unavoidable concentration of armament and men was that a lucky shot might land in the midst of it.

And this is precisely what now happened. Not only one, but three shells from the submarine one after the other struck this hidden mass of men and ammunition. The first one exploded a depth charge—300 pounds of high explosives—which blew one of the officers out of the after control station where he lay concealed and landed him on the deck several yards distant. Here he remained a few moments unconscious; then his associates saw him, wounded as he was, creeping inch by inch back into his control position, fortunately out of sight of the Germans. The seaman who was stationed at the depth charges was also wounded by this shot, but, despite all efforts to remove him to a more comfortable place, he insisted on keeping at his post.

Two more shells, one immediately after the other, now landed on the stern. Clouds of black smoke began to rise, and below tongues of flame presently appeared, licking their way in the direction of a large quantity of ammunition, cordite and other high explosives. It was not decoy smoke and decoy flame this time. Captain Campbell, watching the whole proceeding from the bridge, perhaps

'PANIC PARTY' prepares to leave ship to help convince enemy that the 'Q' boat really had been abandoned.



felt something in the nature of a chill creeping up his spine when he realized that the after part of the ship, where men, explosives, and guns lay concealed in close proximity, was on fire. Just as this moment he observed that the submarine was rapidly approaching; and in a few minutes it lay within 400 yards of his guns.

Captain Campbell [Captain Gordon Campbell, RN, Britain's highly successful Q-boat skipper] was just about to give the orders to open fire when the wind took up the dense smoke of the fire and wafted it between his ship and the submarine. This precipitated one of the crises which tested to the utmost the discipline of the mystery ship.

The captain had two alternatives: he could fire at the submarine through the smoke, taking his chances of hitting an unseen and moving target, or he could wait until the enemy passed around the ship and come up on the other side, where there would be no smoke to interfere with his view. It was the part of wisdom to choose the latter course; but under existing conditions such a decision involved not only great nerve, but absolute confidence in his men. For all this time the fire at the stern was increasing in fierceness; in a brief period, Captain Campbell knew, a mass of ammunition and depth charges would explode, probably killing or frightfully wounding every one of the men who were stationed there. If he should wait until the U-boat made the tour of the ship and reached the side that was free of smoke the chances were that this explosion would take place before a gun could be fired. On the other hand, if he should fire through the smoke, there was little likelihood of hitting the submarine.

Those who are acquainted with the practical philosophy which directed operations in this war will readily foresee the choice which was now made. The business of mystery ships, as of all anti-submarine craft, was to sink the enemy. The deck on which they [the crew] lay every moment became hotter; the leather of their shoes began to smoke, but they refused to budge—for to flee to a safer place meant revealing themselves to the submarine and thereby betraying their secret.

It was probably something of a relief when the expected explosion took place. The submarine had to go only 200 yards more to be under the fire of three guns at a range of 400 yards, but just as it was rounding the stern the German officers and men, standing on the deck, were greeted with a terrific roar. Suddenly a conglomeration of men, guns, and unexploded shells was hurled into the air. The German crew, of course, had believed that the vessel was a deserted hulk, and this sudden manifestation of life on board not only tremendously startled them, but threw them into a panic. The 4-inch gun and its crew was blown high into the air, the gun landing forward on the well deck, and the crew in various places. One man fell into the water; he was picked up, not materially the worse for his experience, by the *Dunraven's* lifeboat, which, all this time, had been drifting in the neighborhood.

It is one of the miracles of this war that not one of the members of that crew was killed. The gashed and bleeding bodies of several were thrown back upon the deck; but there were none so seriously wounded that they did not recover. In the minds of these men, however, their own sufferings were not the most distressing consequences of the explosion; the really unfortunate fact was that the sudden appearance of men and guns in the air informed

the Germans that they had to deal with one of the ships which they so greatly dreaded.

The game, so far as the *Dunraven* was concerned, was apparently up. The submarine vanished under the water; and the Englishmen well knew that the next move would be the firing of the torpedo which could confidently be expected to end the Q-boat's career. Some of the crew who were not incapacitated got a hose and attempted to put out the fire while others removed their wounded comrades to as comfortable quarters as could be found. Presently the wake of the torpedo could be seen approaching the ship; the explosion that followed was a terrible one. The concussion of the previous explosion had set off the "open-fire" buzzers at the gun positions—these buzzers being the usual signals for dropping the false work that concealed the guns and beginning the fight.

The result was that, before the torpedo had apparently given the *Dunraven* its quietus, all the remaining guns were exposed with their crews. Captain Campbell now decided to fight to the death. He sent out a message notifying all destroyers and other anti-submarine craft, as well as all merchant ships, not to approach within thirty miles. A destroyer, should she appear, would force the German to keep under water, and thus prevent the *Dunraven* from getting a shot. Another merchant ship on the horizon might prove such a tempting bait to the submarine that it would abandon the *Dunraven*, now clearly done for—all on fire at one end as she was and also sinking from her torpedo wound—and so prevent any further combat. For the resourceful Captain Campbell had already formulated another final plan by which he might entice the submarine to rise within range of his guns.

His idea was to fall in with the German belief that the *Dunraven* had reached the end of her tether. A hastily organized second "panic party" jumped into a remaining lifeboat and a raft and rowed away from the sinking, burning ship. Here was visible evidence to the Germans that their enemies had finally abandoned the fight after nearly four hours of as frightful gruelling as any ship had ever received. But there were still two guns that were concealed and workable; there were, as already said, two torpedo tubes, one on each beam; and a handful of men were kept on board to man these. Meanwhile, Captain Campbell lay prone on the bridge, looking through a peephole for the appearance of the submarine, constantly talking to his men through the tubes, even joking them on their painful vigil.

The German ultimately came up, but he arose cautiously at the stern of the ship, at a point from which the guns of the *Dunraven* could not bear. On the slim chance that a few men might be left aboard the submarine shelled it for several minutes, fore and aft, then, to the agony of the watching Englishmen, it again sank beneath the waves. Presently the periscope shot up, and began moving slowly around the blazing derelict, its eye apparently taking in every detail; he was so cautious, that submarine commander, he did not propose to be outwitted again!

Captain Campbell now saw that he had only one chance; the conflagration was rapidly destroying his vessel, and he could spend no more time waiting for the submarine to rise. But he had two torpedoes and he determined to use these against the submerged submarine. As the periscope appeared abeam one of the *Dunraven's* torpedoes started in its direction; the watching gunners almost wept



SKIPPER and officers of 'mystery ship' *Santee* disguised themselves as men of the 'Mercantile Marine.'

when it missed by a few inches. But the submarine did not see it, and the periscope calmly appeared on the other side of the ship. The second torpedo was fired; this also passed just about a foot astern, and the submarine saw it. The game was up. [The submarine disappeared.] What was left of the *Dunraven* was rapidly sinking, and Captain Campbell sent out a wireless for help. In a few minutes the U. S. armed yacht *Noma* and the British destroyers *Alcock* and *Christopher*, which had been waiting outside the "prize ring," arrived and took off the crew.

[The two ships mentioned here, one American and one British, unsuccessful though they were in achieving their immediate mission, serve to point up the extraordinary heroism of the Q-boat crews. Other Q-boat missions were highly successful, accounting for 12 enemy submarines during the course of the war.—Ed.]

'STAND BY!' Crewmen prepare to swab a 'Q' boat gun which has already registered a hit with first shot.



TAFFRAIL TALK

EVER hear of a destroyer chasing a train?
Well then, draw up a chair.

It happened recently in Korea when sharp-eyed lookouts on board the tin can *uss Duncan* (DDR 874) spotted a locomotive at night chugging up the coastal track near Hungnam.

Duncan immediately lit up the scene with star shells, like May



Day in Red Square. The locomotive engineer reacted by piling on all the steam he could beg, borrow or steal. *Duncan* gave chase, trying to reach the speeding train with her five-inch shells. Unfortunately, she never quite made it.

"We just about had her," the skipper reported later, "when the dog-goned thing ducked into a tunnel and refused to come out again!"

* * *

Tales of the North Pacific: Lieutenant Ted Smyer, a flier on board *uss Boxer* (CV 21) is getting quite a name for himself as a sky writer.

While he was flying a mission over Korea, the lieutenant's plane was struck and set afire by antiaircraft fire. While spiralling and twisting through the sky, Smyer's smoking craft described a pattern his wing mates declared would have done justice to a soft drink advertisement.

The flier himself, however, was not concerned at the moment with watching his own smoke as he carefully eased his crippled plane into the sea. He was unhurt and was soon rescued by the escort vessel *uss Walton* (DE 361).

But his fellow fliers weren't about to let the matter drop. In honor of the occasion, they ceremoniously proclaimed Smyer the first member of a new organization to be hereinafter called "Naval Ghost Writers in the Sky."

* * *

Back on the job—Marine Major Edmund Buchser, Jr., who reported for duty to the First Marine Aircraft Wing in Korea, found he had been issued the same map case he had carried all through World War II as a *Corsair* pilot.

* * *

Gerald Muncy, a radarman striker serving on board *uss LST* 819, writes in to tell us that his ship has thrown several parties on Yo Do Island, which is smack in the middle of Wonsan harbor. Muncy says the get-togethers are best morale lifter he knows, even if they are held in the Communists' backyard.

The All Hands Staff

ALL HANDS

THE BUPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor.

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REFERENCES made to issues of **ALL HANDS** prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• **AT RIGHT: 'PIE MAKER'**—revalving table carries tins around. Dough is dropped in, edges are trimmed. When filling is added, pies are ready for oven. Output: 900 pies an hour!



1953

ALL HANDS

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THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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